

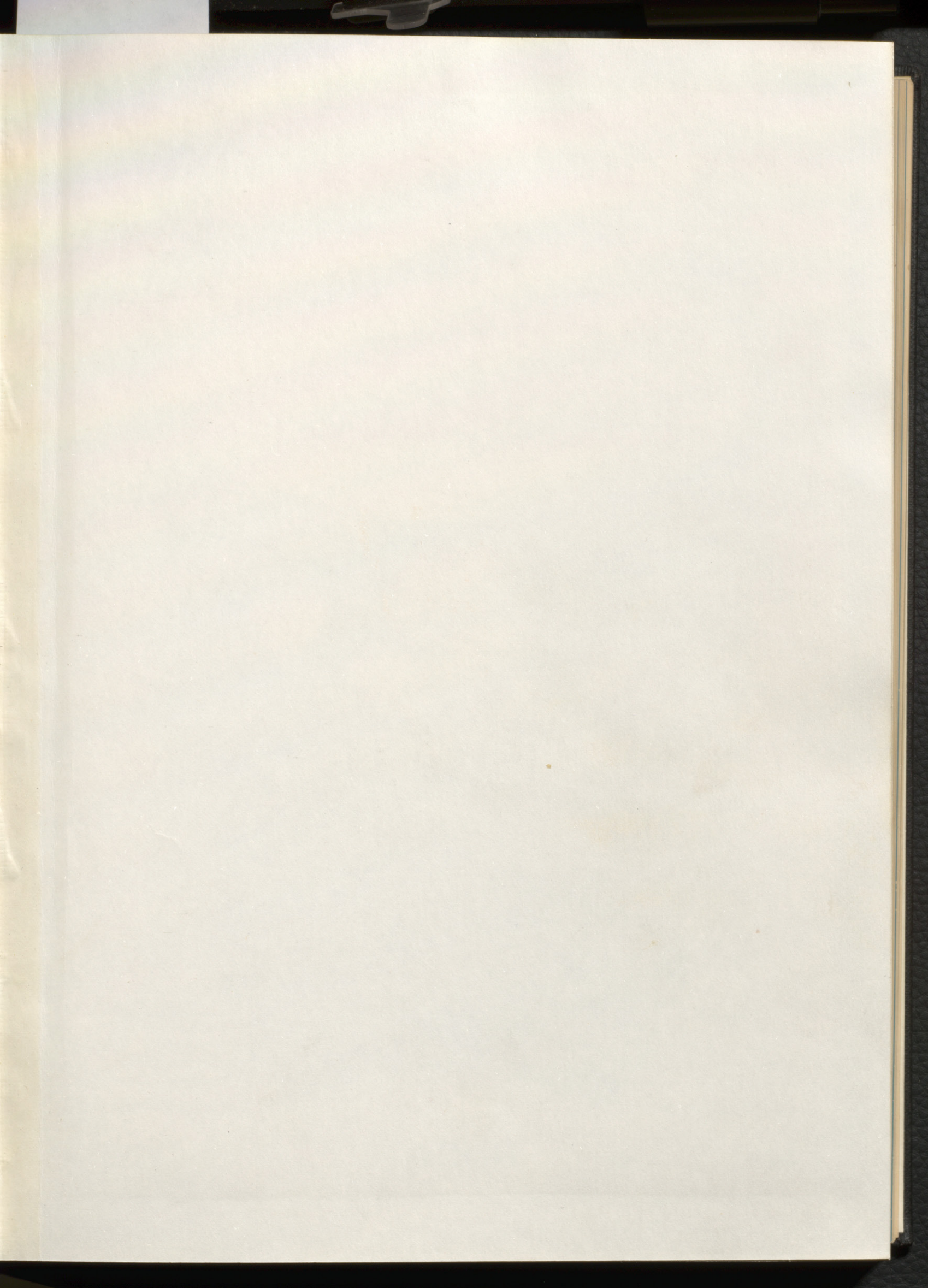
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CANADIAN RAILROADER



VOLUME 8
NUMBER 1

25c. A COPY
\$1.00 A YEAR

1924



MARCH



1924

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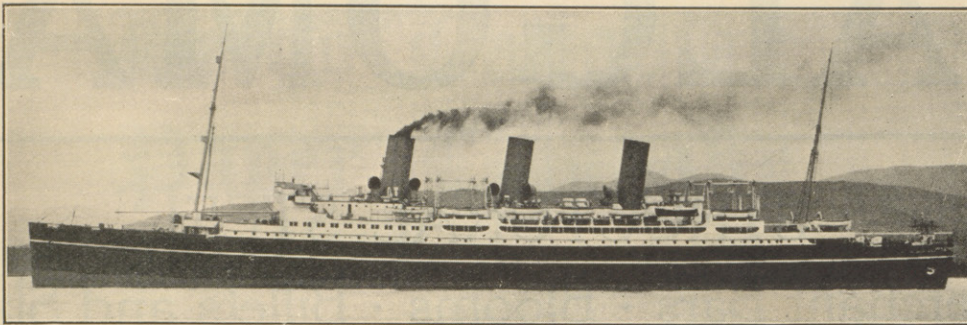
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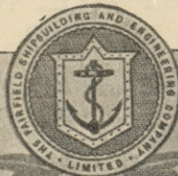


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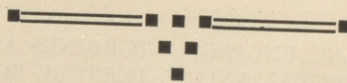
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Mr. Henderson Joins Government of Labor Premier



Premier Ramsay MacDonald and Mr. Arthur Henderson, the Home Secretary, at the entrance to No. 10 Downing Street. A precedent was created in the British House of Commons, recently, when Mr. Henderson, who won the Burnley by-election by a large majority, was introduced to the Speaker of the House by his two sons, William and Arthur, Jr., M.P.'s.

CANADIAN RAILROADER

This Magazine

IS SPECIALLY DEVOTED TO CANADIAN RAILROADMEN WHO ARE ENGINEERS, CONDUCTORS
FIREMEN, SWITCHMEN AND BRAKEMEN, MAINTENANCE OF WAY MEN AND TELEGRAPHERS
IT ALSO CIRCULATES AMONGST THOSE IN MANY OTHER WALKS OF LIFE. 25 CENTS A COPY. 1 DOLLAR A YEAR

Published by

CANADIAN RAILROADER LIMITED

316 LAGAUCHETIERE STREET W., MONTREAL, CANADA

TELEPHONES: MAIN 7165, 7166, 7167 (PRIVATE EXCHANGE)

J. A. WOODWARD
President



17

KENNEDY CRONE
Secretary & Editor

VOL. VIII

MARCH, NINETEEN HUNDRED AND TWENTY-FOUR

No. 1

A Tariff Advisory Board?

IT looks as if the advisory tariff board idea, first promoted by the Canadian Railroader several years ago, might at last have a chance of being adopted. In the speech from the Throne at the opening of the Third Session of the Fourteenth Parliament of Canada, on February 28, it was said:

"Legislation will be introduced making provision for consolidation of the revenue-collecting services of the Government under one administrative head. With a view to simplifying and improving the existing system, it is also proposed to constitute a board to investigate and study the various modes of taxation.

"National unity, not less than national prosperity, depends upon the surmounting of these barriers which have tended to separate western from eastern Canada and to discourage permanent settlement upon the land. Foremost in this regard are the problems incidental to tariff readjustments and to the marketing of agricultural and other natural products."

From this it is taken, in some important quarters, at least, that the advisory tariff board plan will be given a trial. As originally outlined, the plan was to have a board composed of representatives of various interests, such as the manufacturers, the Labor Movement and the Farmers' Movement, together with statistical and other experts, this board to inquire into the tariff situation in a practical, non-partisan way, making recommendations to Parliament for the adjustment of tariff matters on their merits, as they affected the community as a whole. The object was to take the tariff out of politics as far as possible, to try to remove such an important question from the position of being the political football it has been in the past.

Whether Premier King and his Cabinet will eventually adopt the board plan, as outlined, is not assured, of course, but there appears to be reasonable ground for conjecture and pleasurable anticipation.

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From Croft to Prairie Farm

Story of the Hebrideans in Canada

(By Captain R. W. Campbell in Edinburgh Scotsman.)

"What was it that ye slew? An old world's
 gloom,
 What won? A staunching of sweet wo-
 man's tears;
 Bread for the children; for the strong men
 room;
 Empire for Britain; for your failing years
 Rest, in the front rank of Her Pioneers."

Clive Phillips-Woolley.

The above lines form a fitting introduction to the history of Hebrideans who, for over 100 years have been moving Westward to the shores of Canada and the wide prairies beyond. The subject is particularly interesting in view of the coming call of the Canadian Pacific liner Marloch at Stornoway on the 26th April to embark 200 more Hebrideans bound for Ontario.

The reason for this migration may be attributed to over-population, a bad harvest, the closing of European markets, and the general dislocation of trade since the close of the Great War. Undoubtedly, this movement has been spurred by the very successful effort at colonization last year. (I refer to the migration of the large party of Islanders from South Uist.)

This party sailed on the Marloch from Lochboisdale. All are now in Western Canada. Unsolicited letters from these settlers prove that the change from island crofts to prairie farms has been more than successful, and justified the action of those who co-operated with the Canadian Pacific Railway and the Canadian Government.

Early Settlers.

In such a short article it is not possible to deal with the whole movement from the Highlands and Islands to the prairie lands. I can only give a glimpse of the subject, but would suggest that all those interested should read that excellent book entitled "Scots in Canada," by J. Murray Gibbon, a brilliant Aberdonian, who is an accepted authority on all matters pertaining to this phase of emigration.

Mr. Murray Gibbon shows that the '45 Rebellion left many a bare estate in Scotland, and many a well-known Scot set sail for Canada, hoping there to found a new fortune, either as fur-trader or, perhaps, fighting the English who were farther South and had not yet set certain foot on the St. Lawrence. When Wolfe came to Quebec, he found a garrison formed not only by Franco-Scots such as Commandant de Ramezay, but also by good Jacobites, whose hearts must have been full sore to have to fight the Frasers that he brought with him.

To-day in Quebec one meets the descendants of these warriors settled on little farms facing the St. Lawrence. Many can show you well-hacked Claymores and rusty muskets which played a stirring part in American wars. The owners of these, Highland by name, are French in speech and manner,

so that one finds "Dugal Craturs" minus the kilt with all the arresting conversational traits of the French cavalier.

John Pagan, a Greenock merchant, was a pioneer in emigration. He purchased the now historic ship known as the Hector; in July, 1773 he shipped to Canada 189 souls. A Highland piper beguiled the tedium of the voyage. The Highland dress was then proscribed, but it was carefully preserved and fondly cherished by the Highlanders, and in honor of the occasion (of their landing), the young men arrayed themselves in their kilts with skein-dhu and some with broad claymores. As she dropped anchor the piper blew his pipes to their utmost power; its thrilling sounds then first startling echoes among the silent solitudes of the Canadian forests. These brave men and women struggled through the first hard years and prospered, and from Pictou have gone forth to all parts of Canada some of the noblest men in Canadian history.

Loyalists in Glengarry

On looking further into Canadian history, we find that many of the Highland regiments which served in the American Wars were disbanded and given grants of land in Eastern Canada. To-day, in parts like Glengarry, Ontario, one can read the heroic accomplishments in peace and war of the descendants of those men who carried the musket and wielded the broad claymore.

A very interesting story is told of the Loyalists who also settled in Glengarry. These Loyalists had to fight their way out of America to upper Canada. The story was related by a veteran of the period to a well-known officer, who expressed his admiration by saying:—"The only instance I know that I can at all compare it to is that of Moses leading the Children of Israel into their Promised Land." Up jumped the old veteran. "Moses! Compare me to Moses! Moses be —. He lost half his army in the Red Sea, and I brought my party through without losing one man."

Lord Selkirk's Good Work

It is interesting to note that the Highland clearances, though regretted by all who love the Highlands, contributed to the development of Western Canada and, incidentally, the enrichment of those settlers who were sent out. In this movement Lord Selkirk played a striking part. Landed gentlemen have often been accused of lack of love and duty towards their tenants, but no man can point the finger of scorn at the noble Earl of Selkirk.

In the month of March, 1814, a large proportion of the Highlanders of Marr and Kildonan, two parishes in Sutherland, were summoned to quit their farms in the following May. I shall not repeat the awful, even ghastly, scenes which followed this edict. Lord Selkirk, however, jumped into the breach like a man. He tried to persuade the British Government to direct this emigration to the Western Prairies and, failing in this, he bought, in 1810,

(Continued on page 8)



It is estimated that about 25,000 people turned out to see the 30-mile derby at the Montreal Winter Sports Carnival. In order to help along the sport the Canadian National Railways entered a team owned by Patrick Nolan, forman of the Blacksmith Shop at St. Malo, Quebec. This team which was driven by Jack Dooley, storekeeper at St. Malo, did well in the first two laps, but lost on the third. Above are views of the racers.

(Continued from page 6)

a controlling interest in the Hudson's Bay Company, intending to use that organisation to establish a settlement on the banks of the Red River.

One cannot deal with the fortunes, good and bad, of the early settlers at Kildonan, as the township was called. To-day, however, Kildonan stands, a magnificent monument to the noble men and women who faced all the perils of pioneering in a land then without a railway, a telegraph or telephone, and largely tenanted by Red Indians and buffaloes. They won through, and theirs is the glory: many a visitor to the tomb-stones in the old churchyard is often moved to tears on reading the simple epitaphs of men and women who cut the road and made it easy for the emigrants of to-day.

The Hebrideans Doing Well

Since the first trek to Kildonan, the stream of migration has flowed uninterrupted. In this work, many distinguished Canadians have played a worthy part. To-day the leading figures in the movement are, President Beatty, of the C.P.R., Colonel Dennis, the Grand Old Man of the Prairies, who is affectionately termed the "Father of the Plains"; Sir George M'Laren Brown, European General Manager of the C.P.R.; Major Moore, who is the European representative of Colonel Dennis. These men are idealists in business. Like Lord Strathcona they bring to their task the noble conception of Imperial migration.

Proof of this statement is found in the remarkably successful movement from South Uist last year. The main body of these Hebrideans are settled on farms, doing well and thoroughly happy in their surroundings. They are in three principal groups, viz., west of Red Deer, north of Edmonton, and east of Camrose, all three localities excellent from a farming standpoint. Many of them have 160 acres of land, and they average from 40 to 60 acres cultivated. Canada has certainly proved a haven of refuge for these worthy people.

But the best testimony comes from the lips and pens of the Hebrideans. One man puts it thus:—"Tell the people in the Hebrides that the hard-working man who is not making a success of it should come here at once and he will make a success of it, and the man who is successful there and making it go will make a bigger success here. Get them all to come."

"I was too long in coming," said one of the settlers recently. "I should have been here long ago. Tell my brother 'a uchd De e 'thighinn' (for the love of God) to come." His wife added:—"If we had been here six years ago we would be independent to-day."

Ontario for New Settlers

The party which sails in April from Stornoway will be settled in Ontario, the arrangements for which are in the hands of Mr. W. C. Noxon, Agent General for Ontario, in Great Britain.

In addition to this movement from Stornoway, arrangements have been made by the Canadian Pacific authorities to render still more assistance to those unfortunate Highlanders whose conditions to-day touch the heart of all interested in their welfare. Jobs will be found for all those men trained in agriculture and willing to work on prairie farms. Wages are from 35 to 45 dollars per month,

with board and lodging. After one year's training in Canadian methods, these men will be offered land on terms unknown in any other Dominion, and spread over a number of years so as to make it as easy as possible for a man to make good on prairie land.

Plan of Settlement

These terms cover the sale of improved farms (irrigated and non-irrigated), undeveloped lands and irrigated farm lands, all of which can be purchased by instalments, spread over thirty-five years on an amortization plan. This enables a man with limited means to commence farming operations on a sound basis in Western Canada. Under this plan, all the settler pays down is 7 per cent. of the purchase price—then he will have one year's free use of the land without any interest chargeable whatever, after which the balance of principal will be amortized on an easy payment plan of thirty-four equal annual payments, which makes the second payment fall due two years after the purchase of the land; this instalment and all other instalments are guaranteed never to exceed 7 per cent. of the balance of the cost of the land.

For example, on a purchase of 160 acres, costing, say, \$3,000 or approximately £600, the down payment will be \$210 dollars, or about £42 10s., and the annual payments, commencing at the end of the second year, will be \$195.30, or roughly, £39. At the end of thirty-five years the settler will get clear title to the land—unless, of course, he wishes to pay sooner, which is his privilege. Nowhere else can be found such a farm offer to-day.

Improved Farms

An improved farm is one upon which the pioneer work has been done—a farm ready for occupation by the settler and his family, which operations advanced to the point where they will begin to return an income almost immediately. Indeed, the settler who follows mixed farming and who stocks his farm with milch cows, hogs, and poultry can make his farm revenue-producing very shortly after settlement.

These farms consist of 160 or 320 acres each and, as they are located in well-settled districts, there is none of the loneliness of remote settlement; a condition which adds to the social advantages of the settler. On each farm a house is built, of design which experience has shown to be best suited to the conditions of the country and the needs of the settler. A substantial barn is provided to accommodate the horses and cows of the settler; the land is all fenced; a well is dug, and in most cases a certain area is brought under cultivation. The cost of buildings and other improvements on these farms, plus insurance, is added to the price of the land, and the whole price of the farm is payable in thirty-five years.

The Company, having absolute confidence in the fertility of the land, requires no security from the purchaser except the land itself. On making payment of 7 per cent. of the purchase price, the settler enters into secure possession of the land and, with a determination to make good, and strict application to the development of the land, the Company have no fear that he will fail.

In view of the foregoing, I think all will agree that the Canadian Pacific is endeavoring to play

a noble part in the solution of the distress in the Highlands to-day. The task of migration and settlement would be made very much easier if less-informed critics would make it their business to cease advocating those temporary measures such as "doles" and "grants" which, as many know, must ultimately lead to the demoralization of a noble race.

In conclusion, I ask—what is best? Poverty through an impoverished soil, or manhood and affluence through land-tilling and land-owning on Canada's Western Plains?

They had, all but one, been big game hunters, and they were trotting out selections from the usual fund of "reminiscences."

When each had told his best yarn the only member of the party who had never been to Africa was asked to tell a story. By the looks on the faces of the others he saw that they expected some very "milk and watery" sort of yarn from him.

"Well, I'm afraid I've nothing very exciting to tell you," he piped, in a small voice, "I once had a small affair with a lion, but it was only a lion that had escaped from a local menagerie. He bounded on me as he got clear of the enclosure, and, of course, I wasn't armed."

"What on earth did you do?" chorused the astonished listeners.

"Well," answered the little man, "I just seized his lower jaw with my right hand and his upper jaw with my left hand and held his mouth open till he starved."

The smart young man with the Oxford accent went into a tailor's shop in the West End of London and ordered six new suits of clothes. After he had been measured and a date for fitting had been fixed the tailor said:

"As this is the first time you have dealt with us, we shall require a reference."

"Oh, that's all right," answered the young man, "I bank with the Northern Bank."

Before putting the order in hand the tailor went over to the bank and asked to see the manager. When that worthy appeared the tailor said:

"I understand that Mr. Fothersyde keeps his account here."

"He does," said the manager, "but goodness only knows where he keeps his money."

The American statesman was introduced to the Scot as "One of the leading politicians of modern times and the greatest authority upon International law that the world has ever known."

The Scot looked him up and down for a moment, and then asked.

"From what land d'ye come?"

"From the greatest country in the world," replied the statesman, with a smile.

"Puir bairn, puir bairn!" he sighed. "Ye've lost yer Scottish accent."

Gushing Lady Visitor—How sweet to see the tender green of the young snowdrops pushing up through the brown earth!

Cottager—Yes'm, but what you're a-looking at is the autumn-sown spring onions.

"Just leave it to me. It's perfectly simple. I'll fix it up before you can say, 'Jack Robinson.'" Everyone knows the man who talks like this when ever a small household task, such as mending a burst pipe or putting up a shelf, wants doing.

Robinson was like that, and so when a stone came through one of the window-panes the other day he said he felt it would be extravagant to call the odd-job man in for a little thing like that. "I'll do it myself," he announced, to the horror of the family.

So he took the measurements and went to the local shop to buy the glass.

"Quite a simple job," said the shopman. "You just pull out your old glass, fit in the new, fill in with putty, and there you are."

An hour later Robinson presented himself once more at the shop. On his face he had that "There goes another pane!" look. The proprietor greeted him with an air of bright efficiency.

"Same size again, sir, I suppose?" he inquired.

"So this fine little baby is a girl?" beamed the rector, as he walked round the baby show. The proud father ascended.

"And the other one—is it of the contrary sex?" His wife's eye was on him, but with no thought of the wrath to come, he replied blithely: "Yes, sir; she is a girl, too."

Smith—Are you fond of hunting?"

"It all depends," replied Jones, who is superciliously precise, "on whether you mean deer or a collar button."

"Have you anything to say, prisoner, before sentence is passed upon you?" asked the judge.

"No, your Lordship, except that it takes very little to please me."

ANN NANCY AND MR. TURKEY BUZZARD

There is some delightful humor to be found in bird stories told in the Negro cabins of North Carolina. Here is a parable of how Ann Nancy (a spider) got caught in a tight place by Mr. Turkey Buzzard, and how she escaped when Mr. Buzzard was going to eat her:—

"But," says the narrator, "she beg so hard, and compliment his fine presence, and compare how he sail in the clouds while she 'bliged to crawl in the dirt, till he that proudful and set up he feel mighty pardonin' spirit, and he let her go."

Ann Nancy, however, did not enjoy the incident, and "jess study constant how she gwine get the best of every creeter," and particularly of the tormenting bird.

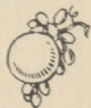
"She knew Mr. Buzzard's weak point am de stomach, and one day she make it out dat she make a dining, and 'vite Mr. Buzzard an' Miss Buzzard an' de chillens. Ann Nancy she know how to set out a dinin' fo' sure, and when dey all got sot down to the table, an' she might busy passin' the hot coffee to Mr. Buzzard an' the Little Buzzards, she have a powerful big pot o' scalding water ready, and she lip it all over poor ol' Mr. Buzzard's haid, and the po' o' man done been baldhaided from that day.

"An' he don't forget on Ann Nancy, 'cause you 'serve she de onliest creeter on the topside the earth what Mr. Buzzard don't eat."

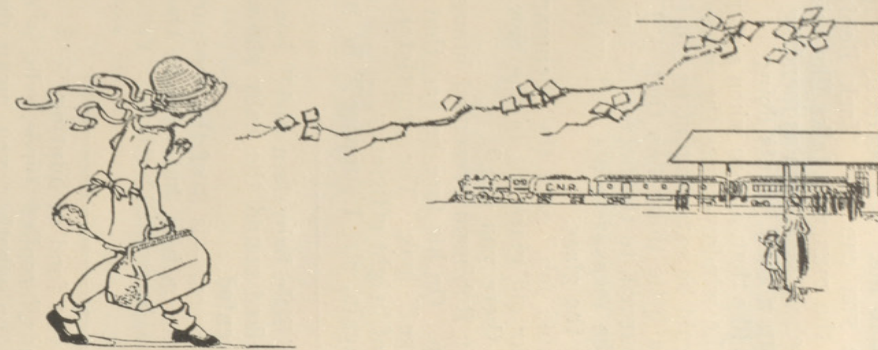
Special Children's Menu on Canadian National Railways



DINING CAR MENU FOR THE LITTLE FOLK

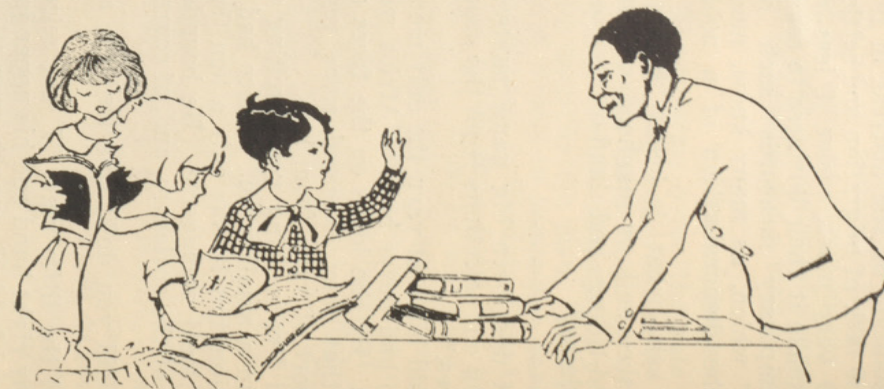
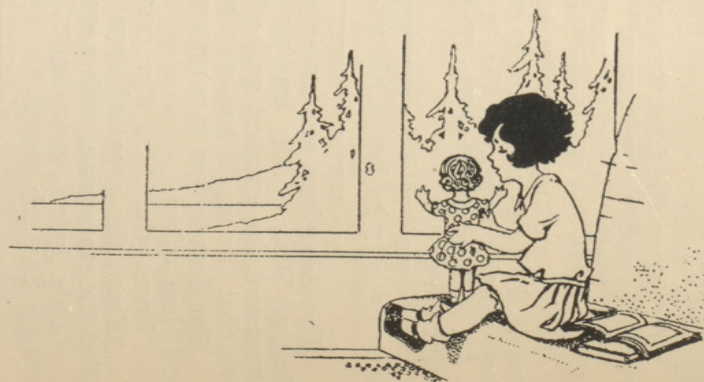


WHEN little Folk a-travelling go
There's one important thing to know
About a dining car:—
The Line whose printed menus tell
What hungry girls and boys love well,
AND THAT'S THE C.N.R.!



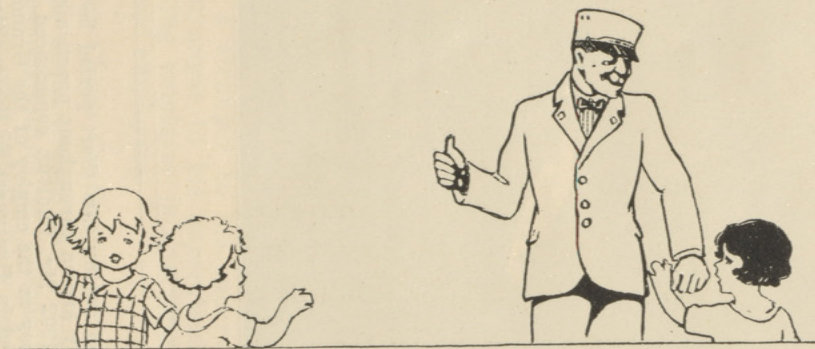
AWAY! Away! on a National train!
We're off on a journey once again!
What fun to ride in a shining car
As guests of the wonderful C.N.R.!

WITH comfy seats where we watch the view
Of the Wonderland that we're passing through,
And smiling porters in snowy white
To make up our cosy berths at night.



O THERE'S nothing so fine as the C.N.R.
For journeys near or journeys far!
But there's one big thrill that we all love best,
And that's when the waiter in spotless vest

CALLS through the train in a magic voice:
 "First call for dinner! Come, take your choice,
 Girls and Boys, and Tiny Folk, too,
 From a menu that's printed just for you!"



O A MEAL in the Diner is such a treat!
 We find the most wonderful things to eat,
 And what makes everything twice worth while
 Is to have it served in the "National Style."

"His Majesty the Baby" is coming into his own on the dining cars of the Canadian National Railways. No longer is he merely an extra member of the party for whom, perchance, Daddy or Mother orders an extra helping of mashed potatoes and a glass of milk. To-day he is an important personage, as is his little sister, with a menu all his own and with special meals prepared for him "to the King's taste." All of which is somewhat of an innovation but one that is enjoyed by the members of the younger generation who are trav-

elling over The National Way today. The experiment, tried first in Canada, by the Canadian National, has been a success; so much so that parents who have patronized the dining cars since the new menu was placed in effect have written to the railway officials to express their appreciation of the move.

Embellished with pictures of nursery toys—obviously wooden cows and pigs and chickens—brightly colored and telling its story in rhymes which appeal to the kiddies' imagination, the new children's menu is not

only a menu but also a source of enjoyment to the children during their journey. And when the menu is opened, the young reader finds that an expert dietitian has collaborated in providing a choice of meals eminently suited to youthful palates. The prices of these meals, also, are such as to appeal to the parents.

Nowadays the call for breakfast, lunch or dinner by the white-coated waiter has a real meaning for the little folk. When the waiter announces the meal he also distributes the children's menu to parents traveling with kiddies, so that before they enter the dining car they know what special meals are available for them. Two pages of combination menus for breakfast, dinner and tea are provided for the youngsters, and at prices in keeping with the size of the youthful patrons.

MENU					
BREAKFAST		DINNER		TEA	
40c	50c	50c	75c	35c	60c
Sliced Orange	Stewed Prunes	Soup	Soup	Boiled Egg	Omelette
Boiled Egg	with Cream	Baked Potatoes	One Lamb Chop	Sliced Orange	Stewed Prunes
Toast	Corn Flakes	Milk or Cocoa	Mashed Potatoes	Milk or Cocoa	Raisin Bread and
Milk or Cocoa	Toast	Ice Cream	Milk or Cocoa		Butter
	Milk or Cocoa		Ice Cream		Milk or Cocoa
50c	60c	65c	85c	40c	65c
Sliced Banana	Orange Juice	Soup	Soup	Egg Salad	Soup
Rolled Oats	Cream of Wheat	Boiled Egg	Broiled Whitefish	Raisin Bread and	Sliced Tomatoes
Corn Meal Muffin	Milk or Cocoa	Baked Potatoes	Baked Potatoes	Butter	Raisin Bread and
Milk or Cocoa		Jelly with	Pudding	Milk or Cocoa	Butter
		Whipped Cream	Milk or Cocoa		Jam or Jelly
		Milk or Cocoa			Milk or Cocoa

Popular Acting Chief of C.P.R. Department of Investigation



In an official circular recently issued, A. H. Cadieux is appointed to perform the duties of the late R. G. Chamberlin, with the title of Acting Chief of the Department of Investigation, Canadian Pacific Railway.

The appointment of Mr. Cadieux was not only popular with the members of his own department but with the Montreal and other police circles generally. Since 1921 Mr. Cadieux has acted as assistant to the late chief of the department

and during this short period he has become well and favorably known throughout practically all the Dominion.

In 1902 Mr. Cadieux commenced his career as a messenger boy in the employ of the Grand Trunk Railway. He graduated in five years to the position of assistant special agent, being afterwards appointed special agent. In 1913 he joined the Canadian Pacific Railway, being in charge of Quebec district investigations at headquarters. In 1921 he was appointed assistant chief of his department.

An Employee's View

Of How the Plan of Employees Representation on the Pennsylvania Railroad Actually Works

By H. E. CORE, General Chairman, Brotherhood of Locomotive Firemen and Enginemen

Mr. Core is recognized as the spokesman of the Engine and Train Service Employees on the Pennsylvania Railroad. He describes the amicable settlement of industrial disputes by the methods in effect on this railroad as "an amazing record." The address from which these extracts are reprinted was recently delivered before the New York Railroad Club.

Industry started in this as well as other countries in small units. The employer unit in many cases was a single individual who not only was employer but supervisor, and in many cases a fellow employee; the employee unit was perhaps a single individual.

The employer, although a strong individualist, maintained close contact with his employee. That inevitably minimized his own individualistic obsessions, and permitted him to secure a first hand conception of the rights, needs and desires of each of his own employees.

Effect of Industrial Expansion.

As industry expanded, a very material evolution in the status of the two groups occurred. The employer group expanded to such a point that today it is largely an absentee group, having no interest whatever with the employees. The employee group has expanded so that it no longer has direct personal contact with the employer.

There is now a third group in the industrial situation that did not exist even a generation ago; that is the group of supervising employees. As an illustration, on the Pennsylvania today, the employer group constitutes some 230,000 individuals. The employee group constitutes some 220,000 individuals. The supervising employee group constitutes some 15,000 individuals.

This enlargement of the several groups in industry inevitably brought about a loss of contact between employer and employee, which has reached a stage where all too large a proportion of each group are strangers to each other.

Now, ignorance is the great cause of suspicion. It is not the known that is terrible, it is always the unknown. Did you ever hear of ghosts appearing in the daytime? They always appear at night, because daylight discloses their non-existence. That is knowledge. It is not our friends and close acquaintances of whom we are suspicious; it is strangers. That is the basis of much of the trouble in industry today.

The employer is a stranger to his supervising employee; he is a stranger to his supervised employee; the supervising employee is a stranger to many of the supervised employees.

Need for Closer Contact.

Only by better acquaintance can a recognition of our mutual responsibilities be re-established.

That does not in any way entail either social or political companionship. But certainly not the least important companionship today is industrial. The

closer the industrial companionship or relationship between these three great groups, the more efficient the organization.

The better acquainted each group is with the other—with the rights, needs, desires and limitations of the several individuals—the more considerate will each group be of the rights and needs of the others.

One of the great defects of industry today is not that it is inhuman, but that it is unhuman. One of the great needs is to humanize industry, to deal with individuals, not as cogs in a vast machine, but as human beings whose reserve, initiative and individuality are infinitely more valuable than the routine of a mere cog.

Fundamentals of Pennsylvania Plan.

One of the present-day attempts to solve this somewhat perplexing and infinitely complex problem is now taking place on the Pennsylvania.

It is not an Atterbury plan. It is not an employee-representation plan. It is a Pennsylvania plan; it is a co-operative plan.

It started nearly ten years ago, in the offer of one of the general chairmen in the transportation organizations to the then general manager of the lines East, Mr. Long, of a proposition to meet monthly to try to settle our differences. Such differences as could not be settled across the table were to be referred to a board of arbitration to be selected one by the management and one by the employees, they to select a third, who were to sit one day each month and decide such questions as we had not been able to settle. That was rejected.

In 1918 there was more or less agitation on this question. The duties and responsibilities of the general manager had become too great for any single individual. We had reached a time when it was often as long as a hundred days before we could get a meeting with the general manager, perhaps another hundred days before we could get his answer on grievances. You know that delayed justice is often denied justice.

That led the four chairmen of the transportation organizations to present a proposal in 1918 for monthly meetings to settle our differences across the board. In neither of these cases was the plan at all as comprehensive as the one adopted. I am not at all sure that it was not a fortunate thing that neither was accepted, because in both cases they were incomplete and compromised propositions.

Sitting Down as Friends.

Mr. Atterbury, I judge, coming back from the world war, had a somewhat fresher view than those immediately on the ground. I recall at one of our early meetings a striking statement of his, which I feel is one of the underlying thoughts of our plan.

He said: "If two friends sit down together and have all the facts before them on any case, they ought not to have any difficulty in arriving at a common judgment."

The other great basis of our plan is that if two parties make an agreement, neither has the sole right of deciding what it means.

This plan is a recognition that the two parties who make these agreements have an equal right to decide what they intended by them.

Our plan also aims at the elimination of delay.

How the Plan Operates.

The new plan comprehends, first, a meeting between the local chairman and the superintendent on each division once each month on a day set in advance so that both sides know it, a date which cannot be changed except by mutual consent. Either the superintendent or the employees' representative may present matters for discussion at that meeting, the only limitation being that they must be presented to the other party at least five days before the meeting.

If the superintendent and the local chairman agree, that settles the matter. If they disagree, the case is reduced to a joint submission, which consists first, of the subject matter; second, what both sides mutually agree are relevant facts with reference to the case; third, the position of the local chairman, and fourth, the position of the superintendent.

Regular Meetings Speed up Settlements.

Our plan also calls for a meeting each month between the general chairmen and the general superintendents, between the general chairmen and the general manager, and also our court of review meeting.

These meetings are consecutive, spaced far enough apart so that a disagreement between the local chairman and the superintendent can be referred to the general superintendent, allowing the necessary five days, and in case of a disagreement there, can be referred to the general manager the necessary five days in advance, and in case of a disagreement with the general manager, can be referred to the reviewing committee five days in advance.

This makes a cycle which is complete in not to exceed sixty days, and ordinarily in the 30-day period.

The general chairman, on receipt of such a joint submission from his local chairman, considers whether or not the local chairman is justified in the position he has taken. If he decides that the local chairman is not justified, he declines to handle the case. If he decides that the local chairman is justified in his position, he refers the matter to the general superintendent and it is discussed at the regular monthly meeting with the general superintendent.

In case the general superintendent and general chairman disagree, that disagreement is reduced to a joint submission in the same manner as the original joint submission. It, in turn, is referred to the general manager, and in case, at the monthly meeting with the general manager, they disagree, such disagreement is again reduced to a joint submission and referred to the reviewing committee.

In case no decision is reached at the first monthly meeting, the case is carried over to the second monthly meeting, and in case no decision is reached then, the committee shall decide what further steps shall be taken to dispose of the case.

In the only disputed case, it was referred to a board of arbitration which very promptly made the decision.

There is a good bit of human psychology back of our reviewing committee.

First, it is based on the thought that the two parties to the agreement have equal right to interpretation.

Joint Court of Review.

This really is a quasi-judicial body which has the power of interpretation because it decides in case of dispute what our various working rules mean as applied to the several concrete cases which are presented to it. The members of the reviewing committee are sixteen in number, eight from each side.

This plan was formulated at a meeting between the general chairmen of the four transportation organizations and the several general managers of the system, at the initiative of Vice-President Atterbury in December, 1920, becoming effective January 1, 1921.

The question immediately arose as to the best form of making decisions of the reviewing committee. Ought we to make all decisions unanimous? Immediately there was the objection that any man could block a settlement on any question. That manifestly was unjust to both sides. Should a majority vote decide? The objection to that was that if a majority voted and the division was at all along partisan lines, it would place the onus of any decision on a single individual of the minority group. If he were an employee particularly, there would be insinuations of improper coercion.

We finally decided on a two-thirds vote and the longer we sit the more we feel that our judgment was sound. If there is a division along partisan lines, the majority group must convince at least three members of the other group before a decision can be reached. It is manifestly impossible for anybody to coerce almost half of such a unit.

We have handled almost 800 cases and have made decisions on every case except one. The reason why we did not reach a decision on that was to save the feelings of one of the older members of the employee group.

"An Amazing Record."

When you stop to think that one of the most vexatious things in the contact between employer and employee on the railroads is the question of discipline, it is an amazing record. We handled dozens of discipline cases and yet we have not had one that we have not settled.

Where formerly an important matter was in dispute from anywhere from a year and a half to two years, it is now settled in from 30 to 60 days. The individual or group of individuals aggrieved on any question is not aggrieved long enough to be at all irritated before a decision is reached.

I do not present this as the only plan. There are an infinite number of plans.

But every day it is bringing a clearer recognition to both the employees and the supervising employees, who are representing the management, of their mutual co-operative responsibility, because we are handling questions that vitally involve many of the functions of the management.

In discipline cases we are digging deeply into the solidarity of the organization as a transportation machine. The handling of the employee questions

in this intimate manner brings closely to the representatives of the management many of the desires of the employees that they could not get in any other way.

A Prediction.

One of the most vexatious questions that the employees have to handle is that of seniority, the rights to runs. A few years ago the disputes between ourselves and the management over these questions were much more irritating even than our discipline questions.

About seven years ago the management concluded it would get rid of that vexatious matter and in so many words they said to the transportation organizations, "Gentlemen, this is your trouble, settle it," and turned over bodily all questions of seniority and rights to runs.

I do not know of a shrewder move any railroad company ever made. It immediately got rid of a very vexatious question and the employees have had it ever since.

We recognize our responsibility as a component part of the Pennsylvania management, of the Pennsylvania personnel, in settling our own employee troubles.

I am going to make a prediction that on the Pennsylvania and, I believe, on many more railroads within the next two decades, the same thing will largely occur on matters of discipline. Now, that is quite a radical statement.

But the recognition of responsibility on the part of employees individually, collectively and representatively, has advanced so in the last ten years, as well as recognition on the part of the management that employees, when given responsibilities that they should assume, conscientiously assume them, that I believe matters of discipline within the next few decades will be left almost entirely to the employees.

Infractions of rules are matters just as vital to each and every employee as to the management, because no employee can infringe the rules without injuriously affecting the safety and comfort or well-being of his fellow employees. It is not coming in a day or two; it is a matter of education. But I believe it will come.

FOR AN HOUR.

"I may not keep the heights I gain
In those rare hours of ecstasy
When, scorning ease, despising pain,
Forgetting self, and winning free
From all that most entangles me,
I leave the low miasmic plain
Of sloth and doubt and greed, to be
Companion of the heavenly train
Who tread the loftier ways; who keep
A tryst with stars, nor shrink nor cower
In craven fear or sluggish sleep,
Nor seek the ease of blossomed bower.
My earth-bound soul lacks breath and power
To hold a path so nobly steep.
Yet God be praised that for an hour
I gained the heights I could not keep."

—Winifred Ernest Garrison in the
"Christian Century."

The test of a sense of humor is whether you can laugh when somebody says you haven't one.

BASE LINE MEASURED ON LAKE SURFACE FOR FIRST TIME IN CANADA'S HISTORY

IN a country of great distances and often gigantic natural features, such as Canada, surveyors are frequently faced with problems never met before, and it is a tradition of the service, that, if no old way will solve the difficulty, to go ahead and find a new one. In the heart of the Rocky Mountains in the Yellowhead Pass region, just west of the Alberta-British Columbia boundary, lies Yellowhead Lake, a deep and narrow sheet of water, which has the distinction of being the first lake in Canada to have a base line measured on its surface. Like the philosopher of old, who carried water in a sieve, the engineers solved their problem by waiting until the water froze. Handling instruments of steel and brass with bare hands high up in the mountains during the months of January and February when the temperature falls below zero and snow-storms sweep the valley is not comfortable work but the officers of the Geodetic Survey of Canada laid out the work and carried it to a successful conclusion.

It is well understood that a base line, measured with an accuracy that admits of an error of only a small fraction of an inch per mile, is the first step in a triangulation such as the Geodetic Survey was carrying on from the Yellowhead pass northward, along the summit of the Rocky mountains to the intersection of the 120th meridian. A base line presupposes a fairly level piece of ground upon which it can be measured but in that sea of mountains the only level stretch was the surface of a lake, and as it would be impossible to sink posts in the bottom of the lake they were set up in the ice when the lake was frozen over.

Posts in the Ice

A concrete pier was first built over the triangulation station at the east end of the lake. Starting from this point posts of the usual length were set in the ice at fifty metre intervals throughout the total length of 5,800 metres or a little over three and a half miles. This was done by cutting holes in the ice to a depth of about ten inches, putting the posts in position and then packing snow and water around them and leaving them to freeze over night. The posts when frozen in were solid, and no difficulty was experienced from shifting. Methods were adopted to eliminate any error which might be caused by the heaving of the ice. Measurements were carried on only when the weather would permit, as the thermometers on the tape, used to check the expansion and contraction, registered no lower than two degrees below zero Fahrenheit, whereas at times during the progress of the work the temperature was as low as 32 degrees below zero.

Several advantages result from the successful carrying out of this experiment. It now becomes feasible to select and run base lines in country where a base line on land would be impossible; the geometric figures of base nets can be improved, and at the same time a considerable saving of labor is effected by the elimination of the necessity of clearing the base line of timber.

Life is mostly froth and bubble;
Two things stand like stone:—
Kindness in another's trouble,
Courage in your own.

Adam Lindsay Gordon (1833-1870).

Radio on National Trains, Popular Idea



Mr. J. D. Robb, Vice-President, Canadian National Railways, broadcasting a message over the railroad's radio system.

THE business man or broker, travelling from his office to another city, need no longer be out of touch with the markets while he is en route to his destination. By the new radio receiving service of the Canadian National Railways he is enabled to receive market reports during the day with the same facility, almost, as though he were in his own office. Radio receiving sets are being installed on Transcontinental trains of the Canadian National by means of which market quotations and news bulletins are received for the benefit and enjoyment of passengers at stated intervals during the day, while at night the operators are able to provide passengers with entertainment and music being broadcast from various stations on all parts of the American continent.

Installed in the library-observation cars on the Continental Limited, the all-steel train of the Canadian National Railways, the radio service made an instant hit with patrons of the road and it was decided to extend it to cover all observation cars on

this train. For some time radio installation had been a feature of special trains on the Canadian National and when Rt. Hon. David Lloyd George, former Premier of Britain, travelled across Canada in the business car "Ottawa" of the system, he expressed great delight and gratification with the service that had been given him, and by means of which he was able to keep in touch with world news and world developments during the whole of his journey across Canada as far as Winnipeg.

At the same time, a policy of broadcasting from existing stations and which provides for the installing of stations to cover territories at present not reached, will ensure that patrons of the road will be given radio service at all parts of the system.

Employees of the system are being assisted in securing good radio sets for installation in their own homes and they are addressed at regular intervals by officers of the system. As a result closer touch can be maintained between executives and employees.

A Visit to the Ruhr

(By "Bob" Smillie, M.P.)

The veteran miners' leader gives a vivid description of his first tour of the French and German Collieries. He also went to Essen where, even then, there were "secret places" which were barred to him and his colleagues.

IT is amazing how inaccurate and unreliable a perfectly honest witness can be. One man at least learned a lesson for life during the sitting of the Royal Commission on Mining Accidents. This was Mr. Leitch, a highly qualified mining engineer in one of the districts of Lancashire. He made the mistake of depending, like a Cabinet Minister, on information and statistics compiled by a subordinate, dealing with the large group of collieries for which he acted in his professional capacity.

In my examination of previous witnesses I had been making a strong point of the many cases in which, in my opinion, certain men, upon whom the safety of all those employed in a coal mine largely depends, had had insufficient experience for such an onerous task. Mr. Leitch, being well aware of this, armed himself with voluminous statistics giving the age, previous experience, and other qualifications of the firemen in a certain group of collieries.

Figures that Misled

A tabulated list of these statistics had been supplied to members of the Commission, and I took pains to examine it closely. When I asked Mr. Leitch, during his examination, whether this document was correct, he answered quite conscientiously that he believed it was. The list contained some 130 numbered cases, and I called his attention to No. 3. I pointed out that this man was evidently employed in the colliery before he was born, as his years of "experience" were more than the years of his age.

The witness, in some surprise, examined his sheet and admitted that there was in his case an error. I then directed his attention to No. 9. This man's years of "experience," when deducted from his age, which appeared in the final column, showed that he began work about the age of three. The witness admitted that this also was a mistake.

I then called his attention to a third case, which went to show that this man must have commenced work at the early age of eight. At this point Mr. Leitch expressed a desire to have the statement withdrawn with a view to having another prepared under his own personal supervision, and this course was taken. He had put himself into this ludicrously false position, and thereby greatly weakened his case, not only by leaving the compilation to another, but by failing to check it himself.

Dangerous Coal-Dust

This Commission, although its inquiry was chiefly directed to the cause and prevention of accidents in all kinds of mines, dealt also with sanitary conditions underground, and in addition with the treatment of pit ponies. Indeed, it took evidence on every question which had to do with the safety and comfort of men and ponies.

For some time prior to our sittings the question of the part which coal-dust played in mine explosions had been receiving the serious attention of experts, and the chief interest of the public undoubtedly centred round this question, not only in regard to the initiation of an explosion, but also in regard to its spread throughout the mine when an ignition had actually taken place.

I happened to have information at this time that one of our divisional inspectors of mines, Mr. J. B. Atkinson, a pioneer in enunciating the theory that coal-dust played an important part in mine explosions, had dealt at some length with this question in one of his Home Office Reports, and that this particular report had been severely sub-edited and "cut" by someone in the Home Office.

I raised this question before the Commission, and Sir Henry Cunynghame, who was one of the heads of the Home Office, admitted that he himself had been responsible for the cutting down of the report. He explained that he had taken this course because in his opinion Mr. Atkinson was simply airing his views and theories on the effect of coal-dust on explosions, and that he thought it his duty to prevent the Government advertising mere opinions.

Needless to say that since that time the "opinions" of Professor Galloway and the two brothers Atkinson, the pioneers of this vital inquiry into the operations of coal-dust in mines, have been found, by expensive experiments, to be absolutely correct. Legislation has therefore been passed making it incumbent upon owners of dry and dusty mines to mitigate these dangers by neutralization, either by what is called stone dusting or watering.

During the course of the Commission Lord Monkswell died, and his place was taken by Sir Henry Cunynghame. My colleagues on this important Commission, Mr. Edwards and Mr. Abrahams, were both Members of Parliament, and much occupied with other engagements, and consequently, in its later stages especially, they left the examination of witnesses almost entirely to me.

The second report issued by this Royal Commission is a document of great value, containing a vast amount of useful information and suggestion. It was issued in 1909, and deals, among other things, with Government Inspection of Collieries, Examination of Mines on Behalf of Workmen, Supervision and Management, Ventilation, Accidents and Coal-Dust Explosions, Shot Firing, Safety Lamps, Falls of Roofs and Sides, Underground Haulage Accidents, Ambulance and Rescue Work, Shaft Accidents, Anyklostomiasis, Washing and Drying Accommodation at Mines, etc., etc.

It was signed by all the members of the Commission, with the understanding that any member or group of members might submit observations on any point upon which they were not completely satisfied, and that these should be printed with the Report.

Sir Henry Cunynghame and Dr. Haldane handed in a statement of the method of establishing special rules. Sir Lindsay Wood, Mr. F. L. Davis, and Sir Thomas Ratcliffe Ellis made a report on the qualification of Government inspectors. Mr. Edwards, Mr.

Canadian Railroader

Abrahams, and myself submitted a report dealing with several points on which we were not in full agreement with our fellow members.

In this special report we sought to emphasize the importance of the coal-dust inquiry, the better selection of colliery firemen, certificates for winding enginemen, bathing accommodation at collieries, and the like. In addition to this Report I myself submitted a note on workmen's inspectors in France, giving the rules under which they are appointed.

Thanked in the House

When the commission finally reported the Government was not long in preparing a Bill, which, after a pretty rough passage, finally emerged as the Mines Regulation Act of 1911, probably the most important Act of its kind ever passed through the House of Commons.

Mr. Masterman had charge of it, and he exhibited remarkable energy and great patience in piloting it through the House. I met him again and again in his room to discuss points of difficulty, and I know that when the Bill was in its final stages he was almost worn out with anxiety and late and long hours.

I shall always remember Mr. Masterman from the fact that, when the Bill passed its third reading, he took the unusual course, from his place in the House, of thanking Sir Thomas Ratcliffe Ellis and myself for help given during the successive stages of the Bill. Moreover, it was during the drafting of special rules in connection with this Bill that the incidents, recorded elsewhere, occurred in connection with Lord Mersey.

I may say here that the first time I ever had the offer of a Government job, it came from Mr. Masterman, who suggested that I might be inclined to accept some sort of advisory job under Government. The real story is a long one, and not uninteresting, but all I need say is that I did not succumb to the idea of leaving my friends, the miners.

In Germany's Coal Field

During the sittings of the Royal Commission on Mining Accidents several of its members, of whom I was one, paid a visit to certain coal-mines in France, and in the Essen district of Germany, now so widely known as the Ruhr. Though curious about many things, we were especially desirous of seeing the methods employed in "stowing," or filling up, the waste workings, when all the coal had been extracted, with a view to greater safety and the prevention of surface subsidence.

In our visit to the Ruhr we were amazed to find that one of the collieries was called "The Hibernia," and another "The Shamrock." The matter was simply explained by our interpreter, Mr. Martin, who was then a Government mines inspector in South Wales, but who had had much experience in this part of the German coal fields. In fact, as he told us later, he had been employed in these very mines from boyhood until well into his manhood, and he had secured all his mining knowledge and experience there.

On our way to the Ruhr I had overheard Mr. Martin telling Sir Lindsay Wood that we were going to mines bearing Irish names, and Sir Lindsay's reply, rather sad in tone, I thought:

"Yes, I know something about those mines; my father lost nearly fifty thousand pounds in them."

Later, I took an opportunity of asking Mr. Martin how the collieries came to borrow names from the Green Isle, and, especially in the light of recent events, the story proved one of considerable interest.

It seems that about the time when these coal-fields were first being developed one of the British consuls for that district of Germany happened to be an Irishman, who took an active interest in the flotation of the company which had acquired them. He was later instrumental in bringing over to Germany from Ireland a considerable number of workmen and their wives and families, Mr. Martin himself, as a lad, being of the number.

Secrets of Essen

This strange story of migration was abundantly borne out by the fact that many of these people were still working in the pits. One of these was an elderly blacksmith, to whom we were introduced.

Of course, in the minds of most people, Essen is Krupps, and Krupps is Essen, but it is the coal of the Ruhr which accounts for both. In addition to the collieries which we visited, we had an opportunity of making an inspection of certain departments of the great engineering works which, during the Great War, took on in so many minds a sinister aspect.

In the light of later events, which at the time no one foresaw although some may have feared, it is no matter for wonder that there were parts of the huge buildings into which we, even with our special credentials, were not allowed to enter.

I had a somewhat curious and pathetic experience during this visit to Essen which illustrates vividly the great handicap to communication, and consequent understanding, which differences of language may be. I went out for a walk alone one morning, and at the central terminus of the tramcar lines I stood to watch the people boarding the cars.

Friends Who Could Not Speak

To my great surprise, not only did I suddenly recognize a man who was about to get on a car, but he recognized me also, and came eagerly forward and held out his hand. He was quite evidently glad to see me, but, to the visible astonishment of several onlookers, we did not speak a single word to each other.

I recognized this man as a German miners' delegate, whom I had met at several conferences. He was a man easy to recall because his face was scarred with powder marks, the result of a blownout shot in the mine. Even the balls of his eyes were pitted, or appeared to be, although his sight did not seem to be impaired.

For what seemed quite a long time we stood looking at each other, quite dumb; then he spoke a few words in German, and I a few words in English. But, as neither understood the other, we sadly parted company, he to mount his car, and I to return to my companions.

Comfort and Cleanliness

The main impression made on my mind by my visit to the coal-mines of the Ruhr was that their equipment, both on the surface and below, was the finest I had ever seen. I was assured, however, by Sir Lindsay Wood and other members of the Commission, that there were, even at that time, better equipped collieries in England and Wales. As there

were scores of collieries I had not seen, I was in no position to deny this statement, even had I been inclined.

Here, too, I had my first sight of washing and drying accommodation at the mines for the men coming out of the pit. No worker entered or left the pit yard in his working garb. He bathed at the mine and left his pit clothes behind him, to be dried in readiness for the following day.

I deal with this matter more fully elsewhere, but my experience on the Continent made me long more than ever for the time when this simple system should be universal in Britain, and an untold blessing to thousands of harassed wives and mothers. It only remains for me to say that everywhere we went in France and Germany we experienced nothing but kindness and courtesy.

A suggestion was recently made in a weekly paper that a club should be formed for women whose husbands stay out late at night. For this scheme to be completely successful it would be almost necessary to start a club for babies whose mothers stayed out late.

There appears just now to be an epidemic of queer clubs. One has been founded in New York for people suffering with indigestion. This seems a bright idea; what jolly times the members must have discussing remedies and comparing symptoms.

It would be rather a good thing if we had more clubs of this description. What about one for proud parents of promising infants, where the oft-dreaded question, "Have I told you the latest about my youngest kid?" would fall on sympathetic ears. Also what a relief it would be if all the people who think Canada is going to the dogs could congregate in one club and be miserable together.

"Well, Jimmy, yer won?" demanded a loyal supporter of the Back-street Rovers, who had been unable to attend the match.

"O' course we won!" replied Jimmy, who, to tell the truth, looked rather the worse for wear.

"Wot sort o' form was yer in yerself?"

"Fust class!"

"Kick a goal?"

"Well," admitted Jimmy reluctantly, "I can't say as I 'xactly kicked a goal, but"—brightening perceptibly—"I kicked three forwards, a 'arf-back, the goalkeeper and the referee! So I reckon I done my bit."

The scene was laid in one of those shops that sell all kinds of hats—hats for men and hats for boys, big hats and little hats, grey hats, brown hats, white hats, black hats. Enter the masterful woman, leading her small son by the hand. An assistant approaches her.

Masterful Woman—"I want a hat for my little boy, please."

Assistant—"Yes, madam, what size does he wear?"

Masterful Woman (glibly)—"Nine-ten-elevens."

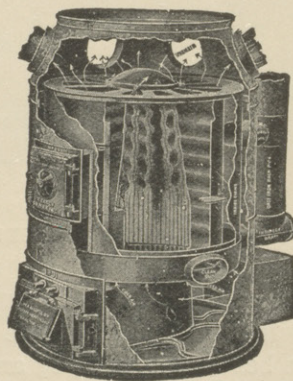
Assistant (astonished)—"What size is that? I'm afraid we don't stock it."

Masterful Woman (snappily)—"Well, the last one he had was six-seven-eighths, and he wants a size bigger this time, so I suppose that will be nine-ten-elevens, won't it?"

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Canada

Lunch Counter Cars Prove Real Benefit



Lunch counter colonist cars, where patrons using the colonist, tourist and first-class coaches of the road may secure hot or cold refreshments en route have been installed on trains of the Canadian National Railways between Winnipeg and Toronto and have been received with favor by the travelling public. More cars are being altered for this service and as the equipment is available will be placed on other runs.

The lunch counter colonist cars have been installed to meet a need which it was considered existed in the case of persons travelling on the colonist cars of the company, and for one reason or another, unable to leave the cars at divisional points for the purpose of securing hot food at the station restaurants. Sometimes, because of illness or of inclement weather, it was found that some patrons who did not wish to patronize the standard dining cars on

the train, were unable to leave the colonist or tourist cars to secure lunches en route. For that reason the lunch counter colonist car was evolved and placed in service.

The lunch counter has been installed at one end of the car by the removal of one section of seats. Here tea and coffee have been placed in service, under the care of a competent steward, who will serve tea and coffee and hot and cold lunches at convenient hours during the day. Such light meals as can be provided under the conditions of space and facilities will be available for travellers in the colonist, tourist and first-class coaches at Canadian National standard lunch-counter prices and the reception which has thus far been given to the new service indicates that with the opening of heavy immigration traffic in the spring the new service will prove a distinct boon to travellers.

Mr. Alltalk was a very poor speaker; but, like most of his ilk, he did not know it. On one occasion he was asked by some friends to give his views on a certain matter at a public meeting.

Determined to make the most of his opportunity to prove that he was a great orator, the vain gentleman took the centre of the platform and began his speech. After a discourse which had lasted for quite an hour, the audience began to get very tired of the same ideas pronounced over and over again.

At last a man at the back of the hall could endure it no longer and slipped out of the door, where he found another sufferer, who asked:

"Has he finished?"

The other gave a look far more expressive than any words as he replied:

"Yes, long ago; but he won't stop."

Saké, the favourite Japanese beverage, is distilled from rice, and has a pleasantly exhilarating effect. Lager beer is also popular in the land of the chrysanthemum with those who can afford it.

Professor Mann R. Weiss, of Pittsburgh, wants to know why the silly girls of America get married before the sensible ones. The only solution appears to be because the silly girls can more easily attract their soul-mates.

In the Pas mining district, comprising northern Manitoba, 1,636 mineral claims have been staked out and acquired, containing a total area of about 125 square miles. This area includes the Flin Flon and Herb Lake districts, where valuable copper and silver ores have been discovered. At Bingo Mines, situated on Herb Lake, a modern plant has recently been installed, and four thousand tons of high-grade ore have been mined.

A lady was once giving a lecture in a small town on Spiritualism. She said that she had lately got in communication with her deceased husband, and that he asked for cigarettes.

"But," she said, "I am at a loss to know where to send them."

"Yerra," exclaimed an Irishman in the crowd, "when he did not ask for matches you ought to know where to send them."

A man who entered the Stock Exchange the other day was expelled when it was found that he was not a member. He gave himself away by telling an absolutely new story.

According to Mrs. Graham-Stokes, socks portray a man's character, make his temperament easy to read and illustrate the state of his nerves. They are also useful for wearing on the ends of one's legs.

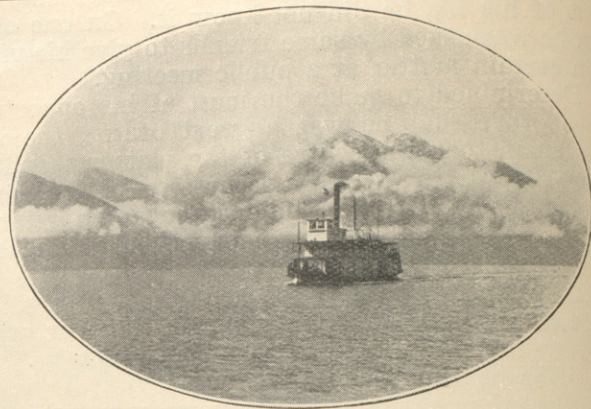


MISS SUSAN LAWRENCE

Elected during British General Election as Labor member for East Ham North. There are now eight women M.P's.

British Columbia's Lakeland

(By E. L. Chicanot)



Sailing up the Arrow Lakes

THE popular way tourists have of doing Canada is to flash through as much of the Dominion as the time at their disposal permits, the extent of Canada seen being limited to the perspective from rail or motor road with the attention divided between scenery and a guide book. This method is unsatisfactory from the Dominion's point of view as it falls short of being entirely satisfying to the tourist as the panorama is apt to become very monotonous and give but a meagre impression of intrinsic values. The Canadian Pacific Railway, when it made a bee line for the Pacific coast, paid scant heed to scenery, having multifarious engineering problems to grapple with without going out of its way to involve others, and whilst the transcontinental route passes through some of the most ravishing scenery any country can offer holidayers, it also traverses some unattractive landscape.

It is not suggested that the American tourist should do Canada in the way he would the British Isles, penetrating into each nook and cranny, sauntering up country lanes, meandering from village to village, but the tourist should appreciate that some of the most entrancing spots of Canada are off the track beaten by train or motor, not necessarily primeval wildernesses, but exquisite lake, valley and mountain land where men are living on the bountiful fruits of the earth, but where the surroundings are of such transcendent beauty, the atmosphere so inoculated with the joy of life that work is only incidental to the main business of living.

Such an area is British Columbia's lakeland, containing the trinity of waters Kootenay, Arrow and Okanagan Lakes, which have not yet been discovered by the tourist proper and hold out the prospect of several days of undiluted optical pleasure to those who can be prevailed upon to leave the main line of railway or separate from the upholstery of the automobile. On second thoughts, it is possible to take a car along, but that detracts from the enjoyment of the trip as introducing a modern atmosphere which does not seem to fit in. Tourists and travellers may claim to know Canada, but if in crossing the rugged division of the Rocky Mountains, they have not broken away to wander irresponsibly through the wonders of British Columbia's lake country, their Canadian education is not complete and their conceptions fall short of the true realization of the country's illimitable compass of charm and beauty. The lake country is something different, a species of nature's handiwork reserved especially for the ultramontane province.

For all Americans residing east of Washington and Oregon it is accessible only through the Crow's Nest Pass. Residents of Spokane and Seattle have other ways of getting there, and they are discovering the locality in ever-increasing numbers each year and passing the word on. The transition to the land of waters is very sudden, and soon after having emerged from the fastnesses of the Rocky Mountains and left the mist-enshrouded peaks for the satellites of humbler rank the first rushing waters are encountered in territory that, from its disordered and upheaved condition, might have been the sports ground of a tribe of giants. Journeying on its tortuous way to Kootenay Landing the train winds for part of its way round the curves of the Kootenay river and other turbulent streams making their way from the mountains to the mighty lakes. Roughly three miles by train is equal to one as the crow flies. Practically at all times the locomotive is visible from the centre of the train and it is said that at certain points the conductor from his car in the rear is able to pass verbal orders to the engineer.

Kootenay Landing consists mainly of a wharf up which the train runs right into the lake and has done so without mishap for a number of years. The traveller steps right from the train to the waiting steamer. This is a trim, pretty little craft, which, in the perfection of its proportions, has all the appearance of being an adjunct of a doll's tea set. It is in every way a replica of the ocean Titan, ready to sail out on its miniature Atlantic. Though there are no customs or prohibition officers to make things unpleasant the same sense of dignity and hedging about with red tape impart an atmosphere of ocean terminal. The officers of the vessel, in their naval blue and gold braid, comport themselves with the same bearing of importance and responsibility as if their charges consisted of trans-Atlantic passengers, including millionaires and British lecturers, instead of a mixed freight of tourists, boxes of apples, and possibly livestock. The various duties are carried out in a happy sort of burlesque and it is wonderful to witness the manner in which the purser who is also first mate, can maintain his dignified deportment when he assists in letting down the gangway to take a horse and buggy on board.

The first leg of the lakeland journey is the navigation of Kootenay Lake, the first objective being Nelson at the further extremity, in the heart of what is known as the Kootenay region. Too much water would seem to have been placed in Kootenay Lake for no provision has been made for beach. The

shore, which consists of sombre, green mountains, slopes acutely back, sheer from the water's edge, at times rising skywards in the almost perpendicular and the traveller is haunted all the time with the possibility of falling into the lake with a realization of the utter impossibility of his being able to clamber out up those sheer sides. Here and there, where some narrow bench offers what would appear to be a precarious foothold for a goat, cabins and houses are perched, hanging perilously over the azure water.

Villages have become established along the shore at intervals of about half an hour, measured as the boat glides. The only intimation of the approach to such microcosms is a stentorian blast of the siren which reechoes in the bowl of the lake and warns the postmaster on shore to bring his sack of mail down to the waterfront. The vessel deviates abruptly from its course in the centre of the lake, makes an almost perfect right angle, and heads in the gathering twilight for the shore. The captain of the ship can always count on the postmaster being there with his little sack of mail though there may be no one else.

Gliding up the lake the entire environment seems to be composed of scenery and there is a total absence of any signs of human life, so that one wonders who the mail can be for, and in what manner the recipients subsist. But whilst Nature created the lake so that it should exist for all time its charm untarnished and unblemished, free from indications of the rude necessity of living, she situated, out of sight, between the mountains, rich draws and valleys, fertile and productive, where there are prolific fruit ranches and rich mining camps.

To travel up the lake on a tranquil, moonless night is a delightful experience which few places can duplicate. The tall mountains, their summits lost in the blackness of the heavens, close in about the little vessel till it seems to be floating on the

bottom of a gigantic bowl out of the steep black sides of which it is impossible to see. The lake is a black shadow upon which the mountains cast their deeper adumbrations. Lights glimmer out periodically from the shore, or beams are thrust out piercingly from a passing sister ship. In the inky blackness the vessel puts in at unseen wharves, a haloo is exchanged, and it is out again in the middle of the lake.

Nelson is a town which has a hard time to achieve expansion because the only gap left by the mountains which hem it in is effectively filled by the lake. It is impossible to see beyond the boundaries of the town, but for the average tourist, bent on absorbing as much scenery as possible, the prospect suffices for some time. Natives term it Canada's Lucerne and even go so far as to say that Nature practised on Switzerland before she created the Kootenays. Nelson would nevertheless find it a difficult matter to subsist on its scenery; in fact it doesn't think half as much of it as of its mines, though tourists from Spokane and Seattle, who have their own way of reaching it, swear by its beauties. It is a centre for mines, and mining camps. Half of the men one encounters seem to be prospectors who have either discovered a mine yesterday and want capital to develop it or who expect to discover one tomorrow and are in need of preliminary expenses. Mines and development, anything that smacks of toil, honest or otherwise, is kept carefully hidden away on the other side of the mountains, and the residents convey the impression that their only object in life is to absorb the wonderful scenery and thank the powers that be they were brought to the Kootenays to live.

Everybody in Nelson seems to live on a houseboat and they are lined up like suburban villas on the azure water which is so tempting to the visitor. Let not the tourist, however, seek refreshment by way of a bathing suit without getting a doctor's certificate as to the state of his heart or an insurance policy in favor of favorite relatives. The lake is



A bit of Okanagan.

colder than icewater in December and a careless plunge in will cause him to lose all capacity of feeling for a second as he loses all track of his breath and then electrify him into a hand over hand scurry for the wharf wondering if that absence of feeling in his nether regions means his limbs have gone. Then it will suddenly dawn on him that he might have known that the lake's sole source of repletion is the glaciers daily thrusting a few more inches of their ice into its icy waters.

There's no formality about Nelson, no afternoon frock parade or dressing for dinner. People schooled to holiday along the Atlantic City boardwalk or on the sands of Palm Beach could perhaps hardly be expected to appreciate it but for the tourist who is looking for an out-of-the-way holiday, where he can saunter quietly, leisurely, and unconventionally where the work of Creation has not been interfered with, will thank God for the Kootenays.

Only a narrow strip of land separates Nelson from Arrow Lake, the second of the triple lakes, a very narrow and long body, as its name would suggest, so that leaning too far over the rail there is danger at times of bumping the head against the shore. The journey from one extremity occupies about nineteen hours in all, but the passing of time is never realized on the Arrow Lake and the tourist is apt to lose sight of the fact that there is any such thing as a time limit to his holiday and that mundane affairs and the business of providing a livelihood await at a place called home. Residents of the valley seem to be imbued with the same happy negligence and yesterday, today and tomorrow are mere names. They take it not as a slight, but as the most crass ignorance, should a traveller suggest there might be elsewhere a more blissful and fairer region this side of Eden and they converse in the assurance that the valley was the last thing thought of in the scheme of a perfect creation when the Master Hand had practised on places less perfect.

It is quite impossible to describe in words the subtle exotic charm of a trip on the lake, as one sits enthralled on the rail as the little vessel passes serenely up the narrow water, the dark green eminences sloping back from where the bench levels meet at their bases. No matter how extensively one has travelled there is something novel, something different, something unique about the experience. Never a sign of economic growth or production is there along the entire route, nothing but pure enthralling scenery save where, occasionally the vessel puts in at a wharf, often constructed in a very fragile and hazardous manner, where a little knot of people awaits its arrival, to welcome passengers or put freight abroad. Still there is every indication that there is such a thing as toil in the valley carefully confined to the regions beyond the lake.

Arrowhead is the northern terminal of the Arrow Lake from which the traveller reaches the main transcontinental line at Revelstoke, passing through a rough and rugged piece of country where the mountains, ever receding, tower in their grandeur and wealth of fir clothing. The way is open to Vancouver and the Pacific coast but the holidayer would be very ill advised to pass up the Okanagan, possibly the fairest of the trinity of lakes. He accordingly goes no farther than Sicamous Junction.

Sicamous is situated at the foot of Mount Mura at the head of Shuswap Lake, a water reputed to contain more varieties of trout than any other in

British Columbia, including Lake, Silver, Gray, Salmon, Rainbow, Cut-throat, and Dolly Vardon, as well as Steelhead and Landlock salmon. The town consists mainly of the Canadian Pacific hotel which hangs in a perilous manner over the lake, the road-bed occupying practically the entire narrow bench at the base of the mountain. Sicamous is a favorite stopping off place for a day or so's fishing, being conveniently situated about half way between Calgary and Vancouver. To the lake tourist it is most important because it is the starting out place for the Okanagan Valley.

The journey from Sicamous to Okanagan Kanda needs but scant reference for the country traversed is given over to such worldly affairs as mixed farming and lumbering. To maintain his state of rapture unbroken and undisturbed the tourist should, scorning these mere commercial affairs, pass through with his eyes closed and burst suddenly and all unaware upon the full beauty of the Okanagan, with its narrow body of liquid azure stretching before the eye, guarded on either side by foothills behind which tower the higher mountain ranges.

At the water's edge waits still another of the lake steamer family, a veritable enchanted chariot to bear the voyager through the enchanted fairyland. There is something positively ethereal and unearthly in gliding down the Okanagan on a bright summer day, the waters sparkling and scintillating and the overhanging green banks casting faint shadows upon the water. Benches of fair orchard lands slope back from the shore with their promise of apricot, cherry, apple, plum, walnuts and grapes. It seems almost heinous to regard this fairyland economically but those who live there find it just as necessary to make a living as anywhere else. One can understand how many English people, of independent means, having left the quiet pastoral charms of their own fair land are more than contented to settle there and feel they have lost nothing in the exchange. With the mildest and most even of climates, the most ideal of location for homes, the lake at the very door for every sport and pastime, human nature rebels at the very thought of toil.

Penticton is at the head of the lake and here the traveller completes his tour of the trinity of British Columbia's inland waters. The detour has cost him three days, but three days of the most pleasurable memories for many a day. The calm leisure with travel whose stored up impressions will remain vivid while the journey is made throughout, the utter disregard for such things as time and space, and the carefree and detached atmosphere which seems to enshroud the land, and all who enter there, present a striking contrast to the popular purposeless rushing from coast to coast. For the man who requires a real rest in his holiday and would cut himself off entirely from the world for a space, let him desert the main line of railway and soak himself in the balm of Kootenay, Arrow and Okanagan. No one can claim to know Canada who has not traversed the three lakes of British Columbia and the most blase globetrotter will find new and novel pleasures there.

Mr. Briggs: "I always have a morning walk, you know. I'm out of bed at five o'clock." Mrs. Trotfast: "How long have you been doing that?" Mr. Briggs: "Oh—eh—um—ever since the baby came."

Amid the Lonely Grandeur of the Rockies

Vol. VIII., No. 1



Following the trail over the precipitous passes of the Great Canadian West, where snow-capped peaks are lost in the clouds.

Canadian Railroader

The Mystery of the Underground

(By Leslie H. Christie)

THE St. Clair tunnel under the river of the same name, and the Canadian National Railways tunnel under Mount Royal at Montreal, stand out as wonderful engineering feats. The former tunnel connects the Canadian Lines of the National System with the American Lines, and is electrified throughout. The tunnel at Montreal, also electrified, carries the lines of the Canadian National Railways through the town of Mount Royal, and on to Ottawa. This tunnel is over three miles in length. In Canada there are few other systems providing for underground travel, with the exception of several short tunnels in various sections of the Rocky Mountains.

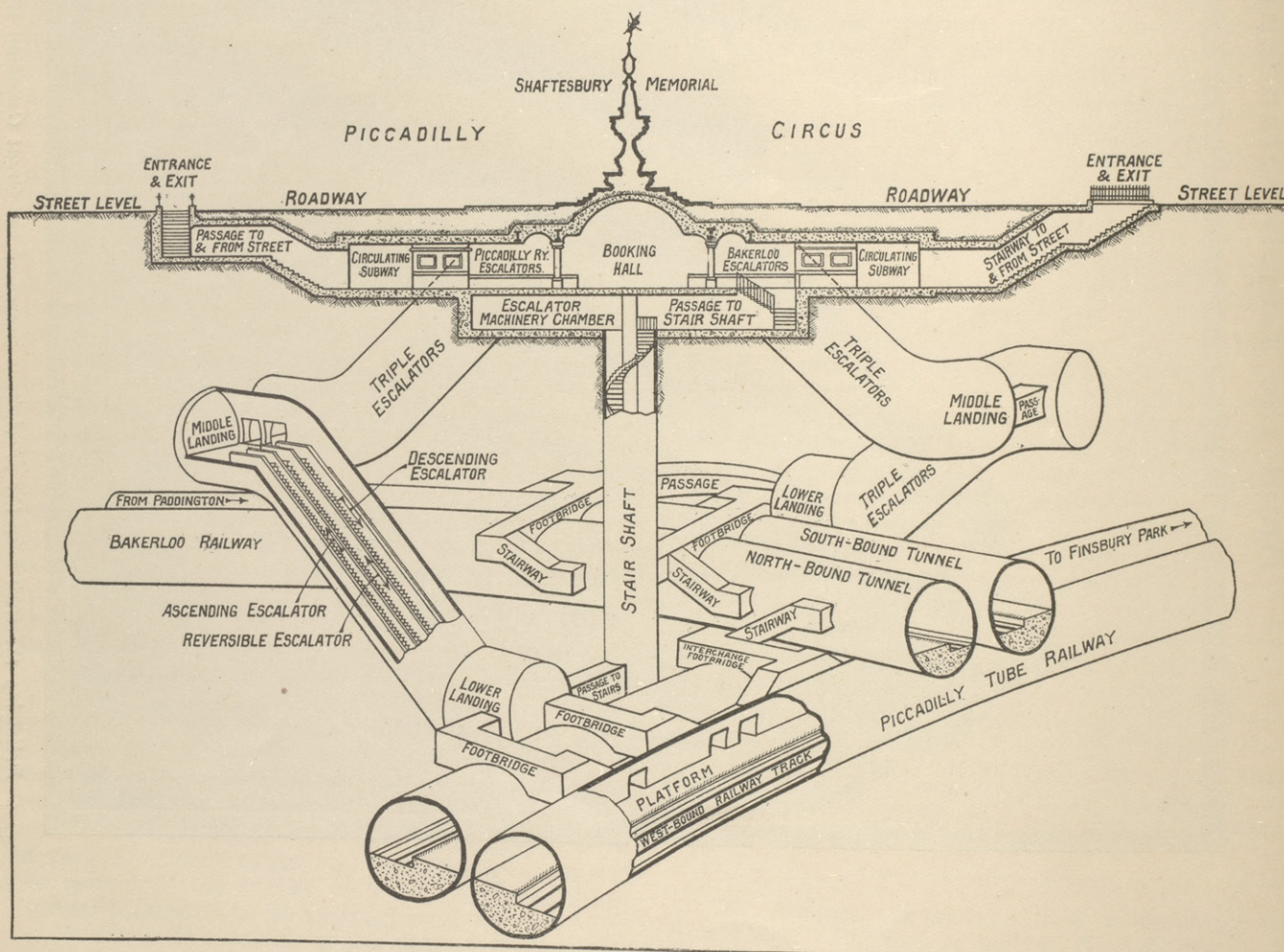
Canadian cities have not yet looked to the underground as a means of relief from congestion of traffic or of speeding up inter-urban transportation. As a matter of fact, outside of London and New York, there are few cities in the world, where people rely on this unseen method of getting from place to place, travelling to and fro many feet under the city streets through tube borings, just large enough to hold the train they are travelling in. But as cities grow in size, and the density of traffic becomes greater, the

possibilities of the underground cannot be ignored as a means of meeting the travel needs of city life.

New York has her subway and tubes under the Hudson River; but for the last word in underground transportation, one has to fall back on the Old World. The city of London with its teeming millions, boasts of an electric underground system, pre-eminently the most wonderful system of its kind in the world today, uncanny in its mystery and far reaching in its ability to cope with the gigantic traffic problems of the Metropolis.

A Remarkable Change

In view of the forthcoming British Empire Exhibition, which opens its doors in April, and the fact that thousands of Canadians will be flocking to the world's capital during the coming summer, a peep into the mysteries of "London's Underground" might be of interest. Its history is one of progress and initiative. Comparing the old steam trains of the Metropolitan and District Railway as they existed twenty-five years ago, with the present organization, one wonders how such a change was possible.



Section drawing of the new Piccadilly Circus Station, serving the Bakerloo and Piccadilly tubes.

The name, "London Underground," with headquarters at Electric Railway House, Broadway, Westminster, embraces the following companies—Metropolitan District Railway Company, London Electric Railway Company, City and South London Railway Company, Central London Railway Company, London General Omnibus Company, Ltd., London United Tramways, Ltd., Metropolitan Electric Tramways, Ltd., etc. This huge combine controls practically the bulk of London's transportation facilities, which means that in whatever way a person travels, he is under the care of the "London Underground" whether he is actually travelling under the ground or on the surface. In other words, the "Underground" is an organization which operates approximately 1,750 railway cars, 2,800 motor omnibuses, 650 tramway cars for the benefit of the travelling public of London. It is called "Underground" in honor of the Tube Railways, London's distinctive feature, and is the largest contribution yet made to the solution of London's traffic problem. It includes four railway companies, five omnibus companies and three tramway companies. It represents an investment of \$250,000,000. In 1922, it carried 1,435,000,000 passengers. Car miles run came to the big total of 190,000,000, while the net traffic receipts totalled \$15,000,000.

Work for Unemployed

Not only is the "London Underground" contributing largely to the solution of London's traffic problems, but also indirectly to the partial solution of the unemployment problem. The Golders Green-Hendon extension is part of the \$30,000,000 scheme for the development of the Tube Railways authorized last year and has given considerable employment. Further improvements announced will provide work for approximately 25,000 men for a period of at least two years. Besides the rural extensions and improvements, all the older stations are being enlarged and fitted with all the latest time-saving arrangements. Chief among these are the passimeters and escalators.

The station at Piccadilly Circus, serving the Piccadilly and Bakerloo tubes, is to be enlarged. This station's traffic has risen from 1½ million in 1907 to 18 millions in 1922. The work of extension will be carried out without interfering in the slightest degree with the ordinary traffic, and the accompanying plan will give a clear idea of the ingenious and intricate nature of the work to be accomplished, showing as it does the general arrangement of the proposed new booking hall, subways and escalators in connection with the two tubes passing through this station.

Subway to the House

Westminster station has also been improved, its capacity having been enlarged 50%. It is not generally known that at this station, there is a subway beneath Bridge Street connecting the Houses of Parliament with the station. This subway was constructed as a private entry to the House during the Fenian activities and the attempts of the militant suffragettes to obtain access to the buildings. Now that the women have votes and also sit in the House, the subway is used principally as an easy means of access to the House by the members.

While the "London Underground" is the most important factor in getting men and women to their business in the city and back again to their homes

in the suburbs, the afternoon shopper also depends largely on either the tubes or associated motor buses as their means of travelling. There are "Underground" stations on all the principal shopping arteries of London. In addition to these, however, there is the week-end rush to the recreation fields. Within a 15-mile radius of London, there are 120 golf courses, 250 tennis clubs, 420 football clubs, 250 cricket clubs, omitting the smaller clubs. All these recreation resorts can be reached from working centres, so that players and supporters can travel direct from business, and the net-work of cross-country motor bus routes also enables them to travel straight home again. So it is that Saturday trains in London are bright with golf clubs and tennis racquets and other weapons of sport.

The "General" Group

Associated with the "London Underground" is the London General Omnibus Company which operates several groups of motor buses covering various routes. The group owns approximately 55 garages and 5,000 motor omnibuses. The 197 routes worked by these omnibuses give to London a network of regular and reliable services such as no other metropolis in the world enjoys.

So to Canadians who will be over in London this coming summer, taking in the wonders of the British Empire Exhibition, is assured ample means of travel accommodation, and which will satisfy all tastes.

HOW BEAUTIFUL IS NIGHT!

How beautiful is night!

A dewy freshness fills the silent air;
No mist obscures, nor cloud, nor speck, nor stain,

Breaks the serene of heaven;
In full-orbed glory yonder moon divine
Rolls through the dark blue depths.

Beneath her steady ray

The desert-circle spreads,

Like the round ocean, girdled with the sky.

How beautiful is night!

R. Southey (1774-1843).

Rudyard Kipling has a habit of cutting awkward acquaintances. A well-known writer, too prone to loquacity, once caught sight of him in Paris, dashed across the road, held out his hand and greeted the famous author with effusion. Kipling stopped, eyed him up and down without a gleam of recognition, and said: "You are mistaken. My name is Smith. Good-afternoon."

Peggy (who has patiently watched daddy fill in his income-tax papers): "Don't you put any kisses at the end of your letters, daddy?"

There is no truth in the rumor that a conscientious dramatic critic was so pleased with the production of a recent play that, on his way out, he called at the box office and pleaded with the management to be allowed to pay for his seat.

Love your neighbor, yet pull not down your hedge.
None is a fool always, everyone sometimes.
He is a fool that thinks not that another thinks.
We have more to do when we die than we have done.

—George Herbert: "*Jacula Prudentum*."

First Labor Woman to Address the House of Commons

Susan Lawrence's Maiden Speech, January 16, 1924
 "Justice for Hungry Children"

To Susan Lawrence comes the distinction of being the first Labor woman to address the House of Commons. Her intervention in the debate on the Address in reply to the King's Speech was an excellent piece of parliamentary work. Very few men have ever so quickly acquired the spirit of the House and delivered a maiden speech so pointed and so concise. It is quite clear that she is going to be a power in the House of Commons. She spoke on one of the questions on which women feel most keenly, and it is a satisfaction to us all to have this practical and important matter of the feeding of children in the schools brought before the House at so early a date. This is one of the many things for which we felt women to be especially needed in the House. The advent of the Labor women puts such matters into the hands of those who have special training in public affairs as well as experience of the people's needs, and who can get the very best results through their efforts. We are sure our readers will like to have the speech in full because it is an historical occasion which we commemorate, and the points raised by Miss Lawrence are of very great interest to us all. Miss Lawrence said:—

"I feel that I owe the House some apology for speaking so soon, and I should not have done so but for the fact that I want to draw attention to one specific point of the administration, and to-day and to-morrow appear to be the only opportunities. I regret that the King's Speech contains no mention of education, because if there is one matter on which one might have hoped for remission of wrongs and promise of reforms, it is the matter of education. I believe the Board of Education has not merely pursued a reactionary policy, but there are very good grounds for believing that they have violated the law which they should have administered. Some time back we had an Education Act which contained very specific provisions and very unusual provisions with regard to education. The Education Act, 1921, stated that, subject to certain Regulations made in a subsequent sub-section with regard to the deficiency grant:—

"The total sums paid to a local education authority out of moneys provided by Parliament . . . shall not be less than one-half of the net expenditure of the authority recognized by the Board of Education as expenditure in aid of which Parliamentary grants should be made to the authority."

That is, as I have said, an altogether unusual provision with regard to grants. There is no statutory security with regard to the percentage grant placed on the Ministry of Health or other Ministries. But with regard to education, Parliament itself in its wisdom inserted this provision. When the reaction came that provision was dealt with and a limit put on the grant in order that economy might be effected in education. The Government did introduce in the Economies (Miscellaneous Provisions) Bill

a clause which expressly exempted them from the operations of Section 118. Clause 4 of that Bill ran:—

"Notwithstanding anything in the Education Act of 1921 the Board of Education may limit any grant made by them to local authorities under Section 118 of that Act to such an extent and in such manner as they may consider necessary in order that the total amount may fall within the amount provided by Parliament for that purpose."

But Parliament rejected that clause and the Board of Education is still therefore bound by Section 118. Although Parliament would not give the Board of Education the power it asked for, the Board proceeded to act precisely as if Parliament had done what it had not done, and as if it had passed a Bill which it had not passed. In the following year they sent to the Education Authorities a circular telling them that, notwithstanding what was in the Act, they proposed to limit the total amount of the grant. Under the Act of 1921 the Board could limit the subjects in respect of which grants were to be made, and it also had power to check any individual authority which might be acting wrongly in the matter. But the Act certainly did not give them the right to tell the education authorities that whatever their expenditure was, and although it might be proper expenditure on recognized subjects, the grant would not go beyond a certain point. Local authorities bowed to the terror of the Board of Education, as I think very foolishly. They proposed in the year 1921 to spend just about a million sterling on feeding necessitous children under the Provision of Meals Act. The Board ordered them to cut down that expenditure to £300,000, and I venture to assert that the circular sent out in regard to that was one of the most remarkable ever issued. It said:—

"The Government have decided that it is impossible to acquiesce in the continuance of the present arrangement under which part of the burden of the Poor Law may in an abnormal period be thrown on the Board of Education."

This means that the Government decided that it was impossible to acquiesce in an Act of Parliament—in the Provision of Meals Act. Rightly or wrongly, Parliament itself said that the provision of meals to necessitous children might be undertaken by local authorities, but the Government decided not to acquiesce in the arrangement sanctioned by Parliament and they wrote to the education authorities telling them to cut down the expenditure in that year to £300,000, and they have continued insisting on that from that time until this. I contend that they have not merely strained the law but that they have broken it. Nothing in the Act of 1921 allowed a wholesale cutting down in that way. All that Act did was to permit the Board of Education to take certain subjects out of the grant-earning list, and undoubtedly it allowed the Board of Education to

check any individual authority that was behaving wrongly in the matter. But this wholesale cutting down of grants was in defiance of the Act, and this dealing with the Provision of Meals Act, because the Government could not acquiesce in the arrangement, was also contrary to the Act. It was very reactionary conduct. I ask the Board of Education to tell us whether they took the opinion of the Law Officers of the Crown as to the legality of their action, and, if they did, will that opinion be laid before this House? I press this matter on the Government because if my views are right, and those views are shared by many persons, then, the local authorities can claim a refund of the money which they expended. It is exceedingly desirable we should get to know where we stand in this matter. Many local authorities have spent more than the amount allocated to them by the Government on the provision of meals, and if my view is right, then those local authorities can claim from the Government repayment of their extra expenditure. I desire to raise this matter at the earliest possible moment, because I think it is one of prime importance."

Miss Margaret Bondfield, M.P., made her maiden speech on the historic day of the Government's defeat, January 21, and dealt with unemployment amongst women.

LABOR ADMINISTRATION HELP TO NEWSPAPER WORKERS

(By a Canadian Journalist)

HOW professional men, particularly those who work with the pen (or the typewriter in these days) benefit in a country where there is a strong labor administration and sentiment, is seen in the powers possessed by the Australian Journalists Association, which is composed of working journalists. That association has recently submitted a "log" to the proprietors of daily newspapers in Sydney, Newcastle, Melbourne, Perth, Brisbane, Adelaide and Hobart, asking that there should be a meeting with a view to arriving at a revised agreement on salaries and general conditions of work. If there is no settlement, the association proposes to submit matters in dispute to the Commonwealth Court of Conciliation and Arbitration for decision.

Among the weekly rates of pay suggested are the following: news editors, \$100; sub-editors, \$90 and \$82.50 respectively; senior reporters \$80 and \$72. Canadian rates for the same category run in the best instances to \$85, \$75, \$60 and \$50. (The Australian rates are quoted in pounds, but have been translated on the basis of five dollars to a pound.)

It is also noted that the conditions of work provide for holiday leave one month per year, sick pay, one clear day and half off each week, and working day of about 7½ hours daily, with less for night workers.

In England since the National Union of Journalists took up an aggressive attitude, the Institute of Journalists there has also been compelled to do something for the working journalist, and model scales of salaries have been drawn up and recommended to newspaper proprietors, who find themselves graded as papers if they do not come up to the standard.

It is a curious fact that in Canada the Governments have legislated for almost every class of worker except the newspapermen, to whom they owe so much.



Roofing Economy

TRUE roofing economy lies, not so much in the initial cost as in the durability, fire-safety and weather resistance that roofing offers. A roof that requires constant attention is more expensive in the long run, than a slightly higher first cost roof of Johns-Manville Asbestos, because to its first cost must be added the cost of maintaining that roof.

The switch tower illustrated above, is a splendid example of true economy. With the walls, which are of brick, is combined a roof of Johns-Manville Rigid Asbestos Shingles—insuring long and efficient service without painting, renewal and maintenance expense.

There is an asbestos roofing to fill every railroad need. Write to the address below for samples and complete information.

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Through—
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An Explanation of N.Y.C. Wreck--Shows Up Inaccurate Reporters

(From the Railway Conductor)

To the Editor:

Dear Sir: Among the great number of editorials on the wreck of the Twentieth Century Limited at Forsyth, N.Y., early in the morning of December 9, some betrayed such marked misconceptions of railroad operation that it may be worth while to offer some remarks on the points raised.

1. Speed

A considerable number of editorial writers seem to think the speed of trains is excessive. It should be particularly noted that the speed of the Twentieth Century Limited over divisions does not, in most cases, exceed the speed of other fast trains. The most important single factor in the twenty-hour schedule of this famous train is the elimination of stops. The only station stops are made to change engines, for only through traffic is carried. Never at any time or place is there reckless running. The fundamental rule of the New York Central is: "Safety is of the first importance in the discharge of duty."

The fact that the Twentieth Century Limited and so many other fast trains have been operated daily for so many years with so few mishaps is in itself sufficiently conclusive evidence that speed is not intrinsically dangerous. That fast trains are demanded by the public is shown by the fact that it costs less to ride on a slow train than on a fast one, yet the great majority voluntarily pay a premium to ride on fast trains.

If both freight and passenger trains were not operated at the highest speeds safe and otherwise adapted to the various kinds of traffic it would be wholly impossible to move all of the enormous volume of traffic which the public welfare demands shall be moved, and is moved, on the New York Central.

2. Intervals Between Trains

Another substantial number of writers maintain that trains are run too close together. The New York Central is equipped throughout with automatic block signals. The sole function of automatic block signals is to keep trains spaced a safe distance apart. This function is perfectly fulfilled so long as signals are obeyed. If trains were run at intervals of fifteen minutes or more, as various writers have proposed, only a fraction of the traffic offered could be moved. One writer charges that signals are systematically ignored "purposely and, we believe, criminally." The best evidence of the preposterousness of this assertion is the fact that a good many New York Central locomotive engineers are alive—enough to operate the road. To run by a red signal is usually tantamount to attempting suicide; and locomotive engineers, being healthy, normal men, are not addicted to suicide.

3. Running Trains in Sections

One editor objects to "the habit of running popular trains in sections," and asks, "Is it sound policy

to do this?" How, otherwise, could those who wish to travel pursue their journey? A locomotive of a given type and size can haul only a rigidly fixed number of cars at scheduled speed. When these cars are filled, the management must either put on additional sections or compel would-be travellers to stay at home. The New York Central has elected to do all in its power to accommodate patrons. To this end the Twentieth Century Limited is operated in two to five sections daily in both directions, and other fast trains are operated in as many sections as the traffic may require.

4. Automatic Train Control

This subject has been widely discussed in connection with the Forsyth wreck. In most instances there has been manifested an entire failure to grasp the magnitude of the subject or the actual developments in that connection. Investigating the experiments of the French and British governments, the American government, through a commission, undertook in 1906 to find a practical automatic train stop. After going abroad and later sustaining a frenzied encounter with some hundreds of inventors and near-inventors, the commission gave it up in despair. To this day no form of automatic train stop is in general use, anywhere in the world, though some very limited experimental installations are in operation. These installations are on a large scale, and more numerous in America than in Europe.

The New York Central has been keenly alive to the importance of automatic train control since 1904, two years before the government took up the subject, when a committee of signal engineers was appointed to investigate the matter. But the mechanical difficulties, wholly uncomprehended by the layman, are so tremendous that no satisfactory solution has yet been found.

Nevertheless, the New York Central has been so prompt in obeying the mandate of the Interstate Commerce Commission to install automatic train control devices on certain designated portions of the lines by January 1, 1925, that before January 1, 1923, the information requested by the Commission was filed, and a committee was appointed to draw up specifications—a work of months. In November, 1923, some weeks before the Forsyth wreck, the company asked for bids to be submitted on or before December 28 on the portions of line prescribed by the Interstate Commerce Commission. This included equipment for 514 miles of road, or 1,368 miles of track, and 814 locomotives.

5. Elimination of Grade Crossings

Some of the comment on this subject also shows failure to grasp the magnitude of this subject. There are 2,800 grade crossings on the New York Central east of Buffalo, perhaps thrice that number on the system. A fair average cost for an overhead crossing of a four-track line out in the country, where there are no unusual charges, would be about \$150,000. One about to be undertaken in a village will

cost \$500,000. Yet another grade elimination project in a western city will cost \$1,447,000. To eliminate all grade crossings on the New York Central Lines would perhaps cost between eight and nine hundred millions of dollars. As a matter of fact, the New York Central has for years pursued a consistent vigorous policy of grade crossings elimination. Its improvement program for 1923 included \$5,123,800 for this purpose.

6. "Flares" (Fusees)

One editorial writer, speaking of the fusees used by flagmen, asserted that "the fiery flare lights lit up the countryside for miles." Immense quantities of fusees are used by flagmen, but none has ever yet "lit up the countryside for miles." Fusees are not intended for illuminating purposes, but solely for signals. Fusees are timed to burn ten minutes in any weather, however stormy. Their visibility is about the same as that of the semaphore lights on block signals. Stuck in the track, they are a reliable indication that a train is just ahead.

CHARLES FREDERICK CARTER,
Author of "When Railroads Were New."

BITES FROM BOOKS

Answers given to a Diocesan Inspector of Schools:—

Q.: What had Zacharias to do?

A.: He burnt insects in the Temple.

Q.: For what did Esau sell his birthright?

A.: For a mess of red Gentiles.

Q.: What do you mean by pottage?

A.: A place where they make pots.

Lawyer (ungraciously referring to two of his clients, present as clergyman enters): "Ah, these are members of your flock; may I ask, do you look upon them as white sheep or black sheep?"

Clergyman: "I don't know whether they are black or white sheep; but I know, if they are long here, they are pretty sure to be fleeced."

Flapper: "Tell me, vicar, why do you address your congregation as 'Dear Brethren'? You seem to forget the ladies."

Vicar: "But the one embraces the other."

Flapper: "Yes, but not in church."

Two of the longest plays ever written were presented in London recently. One was Shaw's "Back to Methuselah," the other "Faust," which took Goethe fifty years to write.

A parishioner, being asked one morning by the parson after the health of her husband, who was suffering from rheumatism, replied: "Mighty bad, sir; I've been rubbing him down all night with imprecations."

The night has a thousand eyes,
And the day but one;
Yet the light of the bright world dies
With the dying sun.
The mind has a thousand eyes,
And the heart but one;
Yet the light of a whole life dies,
When love is done.

F. W. Bourdillon.

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Significance of Familiar Signs in Imperial House of Commons

By a Political Correspondent.

For seven hundred years the destinies of Great Britain have been, in greater or less degree, in the hands of its Parliament.

Today more than ever is this the case, with the important qualification that the centre of power has been definitely transferred to the Lower House.

The uprise of the Labor Party has caused a profound alteration not only in conditions at Westminster, but in the relations of the country with Parliament.

Hitherto the machinery of government has been controlled by a class.

The machinery is now in new hands, and a vast audience outside is interested to know all about the environment in which they do their work.

In the following article the House of Commons is described as it impresses a newcomer, and familiar terms found in every Parliamentary report are explained. For example, the mystery of "the box" which bears the impress of Gladstone's thumps, is elucidated.

NO British man, woman, or child is unaffected by what takes place in Parliament. The House of Commons concerns all. What does it look like and what happens there? The Chamber itself is oblong in shape and gives an impression of dingy dignity with its dull green, leather-seated benches raised in tiers on either side of a matting covered floor. Gloomy panelling lines its walls and stuffy red curtains drape windows high up near the roof. It is disappointing in size. There are 615 members, but there is seating accommodation for little more than half that number. During a sitting one of the first impressions gained from a survey of the House is its untidiness. Waste paper abounds. Crumpled notice papers are left in disarray straggled over empty seats. Often members tear open letters as they come and go and toss empty envelopes aside, or tear up notes of their speeches and scatter the fragments on the floor.

Parliament has a vocabulary of its own. Most people have read or heard such expressions as "The Box," "Government Front Bench," "Below the Gangway," etc., and those who visit the Public Gallery for the first time will look around and try to find their bearings. Opposite, at the far end of the Chamber, they will see Mr. Speaker in the Chair. The Chair is no chair at all, but a carved and canopied structure which, viewed from the gallery, looks more like a gloomy throne, with its seat so deeply set that it is hard to distinguish the Speaker's figure in its shadows. A black silk robe worn over a black Court suit increases the dimness of his outline, and, but for his white ruffles and grey full-bottomed wig, he might remain almost unnoticed in the depths of the Chair until he rises, in the course of his duties, to handle with masterful tact some difficulty which may have arisen, or to give judgment on a point of order.

The three other wigged and black-robed figures immediately in front of Mr. Speaker are the Clerk of the House and his assistants, who record the proceedings and decisions of the House, but not the speeches of its members. To report these is the duty of the official reporter or the representative of the Press, seated in a gallery over the Chair.

On Mr. Speaker's right is the Government Front Bench, on which only Ministers sit and stretch their legs, if long enough, on to the footworn edge of the table which divides them from the front Opposition bench. On this table stands the brass-bound box on which Ministers are wont to lean and by banging which they often emphasize their points. The deepest dents in it are said to have been made by a massive gold ring worn by Mr. Gladstone.

The seats behind the two front ones

Give The Name "Back Benchers"

sometimes applied to private members.

Farther from the Speaker and nearer the Public Gallery are the seats known as "below the Gangway," because they are divided from the others by a narrow space rising in steps on which members sometimes squat when the House is crowded.

The Mace, resting on supports at the end of the table, rivets the onlooker's attention. He may feel surprised that even Cromwell should have called this majestic symbol a "bauble." But it was not of this one that the Protector spoke. This Mace dates from the reign of Charles II., and is of beautiful workmanship. Will it occur to strangers who gaze on this gleaming symbol, with its golden crown, that they might almost think of themselves as guests of the King? How many people there realize that they are in the Royal Palace of Westminster, controlled by the Lord Great Chamberlain? The printed order that admits them bears the name of Colin Keppel but he is the Sergeant-at-Arms appointed by the King. He sits in a special seat under the gallery in a black Court suit, complete with sword, and because he wears knee breeches and the floor of the House is draughty, he tucks a black rug round his knees.

Having mastered the geography of the House, the visitor who has studied housing theories will probably notice windows high up above the side galleries tightly shut, and wonder, while breathing the hot air which rises, where the fresh air comes from. It comes through the grating round the floor, and is pumped in from the embankment. Critics of this system have complained that it tends to give members hot heads and cold feet.

At first the House seems to have no arrangement for artificial light, and yet, sometimes at a most opportune moment, when an eloquent member is demanding more light on the subject under discussion, a glow will slowly spread over the House, as the sun gains strength in a mist, and it will then become apparent that the ceiling, which appeared to be of panels with a Tudor rose in the centre of each, is in reality of frosted glass, through which gleams the light from an apparatus above.

Impressions gained on a first visit to the House of Commons of the proceedings there must largely depend on whether or not it is an interesting day or a dull and uneventful one; whether the House is filled with members keen to hear

A Great Parliamentary Personality

or is emptied by the pet grievance of a well-known bore. Sometimes the atmosphere is so electric that a too curt answer by a Minister may create a scene. Its waves of moods or feeling may be compared to those of the sea, whose calm surface often gives no indication of the strength of the undercurrent below or whose sudden agitation and turbulence seem quite unprovoked by the calmness of the zephyrs above. And as at sea, so in the House of Commons, a little oil upon the waters will help to still the storm.

Procedure arising from centuries of custom and experience may puzzle an onlooker, or he may be amazed and amused at the reverence shown for small points of order and the observance of etiquette. He will wonder why a member may sit down in the House with his hat on, but must take it off when he wants to go out, and why there will be strident cries of "Order, order," if a member speaks of "My friend, Mr. Snooks, K.C.," instead of the "Honorable and learned Member for Birminghampton." The Speaker alone calls upon or refers to a member by his name.

No visitor who stays throughout a sitting can fail to be impressed with the generosity of members towards each other and their sense of fair play; their quick resentment should a member's case not be quite fairly quoted by another, their insistence on the withdrawal of an unjustifiable word, their warm appreciation of a frank apology, and the generous encouragement and indulgence always extended to a nervous speaker or a member making his maiden speech. Nowhere else are better displayed some of the finest characteristics of members of all classes of Britishers than in the House of Commons at Westminster.

"Actress: "What will it cost to get my divorce?"

Lawyer: "If you'll agree to let me handle all your divorce suits for the next twelve years, I'll make you special terms."

Country Practitioner—Well, Mr. Sayers, how's the wife?

Mr. Sayers—I thought that was comin'. Anyone 'ould think I never had such things as rain and frost and blight to concern me!

"Fancy your maid leaving you, Mrs. Long. I understood she made a promise to stay with you always."

"So she did, my dear, but she broke that like everything else!"

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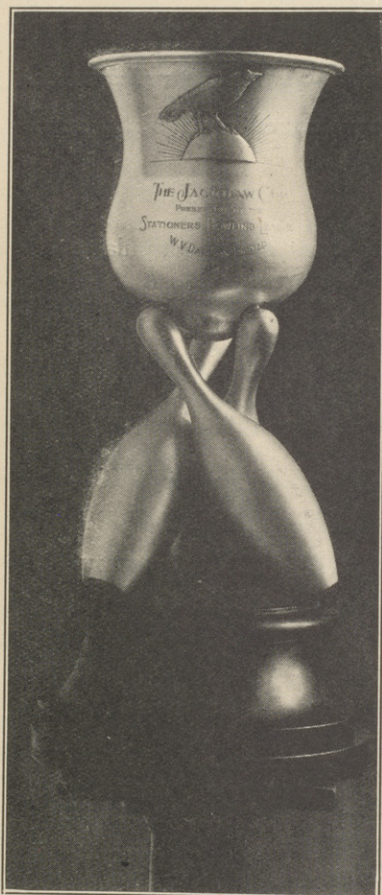
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Railroader Men Win Bowling Trophy

This is proving a successful year for the bowling team of the Canadian Railroader Amateur Athletic Association. The men have just carried off the splendid "Jackdaw" Trophy of the Stationers' League, while at present they occupy second place for the championship in the Industrial League. The team is composed of: H. Mould (Captain), W. Newsam, H. Hulme, H. Houghton and George Kenney.

The end of the bowling season of the Stationers' League was marked by the holding of a banquet in the Windsor Station dining-room, when the "Jackdaw" Cup was presented and spoons, and special prizes were given to the individual members of the winning team. The men have

JACKDAW TROPHY



This splendid cup, donated by Mr. Harold Dawson, of W. V. Dawson, Ltd., for competition in the Stationers' League, has been won by the Bowling Team of the Canadian Railroader A. A. A.



The members of the Bowling Team of the Canadian Railroader Amateur Athletic Association, whose bowling history dates only from last year, have just carried off the Jackdaw Trophy of the Stationers' League. The players are: H. Hulme, H. Mould (Captain), George Kenny, W. Newsam and H. Houghton.

accepted a challenge to play the champions of the Quebec Printers' League, the game to come off in the near future.

It was only last year that bowling became one of the recreations of the Canadian Railroader A.A.A. The team entered in the Industrial League, principally for experience, finishing fifth among twelve teams. This year the Railroader team entered in the Industrial League, tied for second and third positions and prizes with the Montreal Locomotive's team, Northern Electric team heading the League. The Railroader men had the highest team average in the League, this being 838.

This led to the formation of a House League of four teams, each team being captained by a member of the League, so that the beginners might receive as much coaching as possible. Jack Jenkins, who was appointed first secretary of the Bowling Section, still holds that position.

The Association, which is composed of Railroader employees and their friends, maintains a physical training class at the High School gymnasium throughout the winter, under the direction of Kennedy Crone, the Association's Physical Director.

Printers Gain Soccer Championship



The Printers' Football Club, Province of Quebec Football Association, who won the championship of the Second Division for the 1923 season, thus being advanced to "B" Section, Senior League. The players are: S. Jones (captain), D. Oliphant, H. Fogg, T. Young, J. McBride, T. Hunter, J. Davies, G. MacFarlane, H. Hulme and J. Jenkins. Herbert Mould, superintendent of Canadian Railroader, Ltd., is secretary and team manager.

The Printers' Football Club, Province of Quebec Football Association, which, for the last three years has been recruited mainly from the Canadian Railroader A.A.A., has won the championship of the Second Division for the 1923 season, thus being advanced to "B" Section, Senior League.

The players are: S. Jones (Captain), D. Oliphant, H. Fogg, T. Young, J. McBride, T. Hunter, J. Davies, G. MacFarlane, H. Hulme and J. Jenkins. Herbert Mould, superintendent of Canadian Railroader, Ltd., is secretary and team manager.

With the winning of the championship the club has the right to hold the Championship Cup for one year. This is a massive silver trophy, with silver badges bearing names of past winners and present holders since 1910. Among the names inscribed are: Vickers, Lyall, Invictus, Lachine, Grenadier Guards, Royal Highlanders, Nomads and Printers. Of the individual gold badges awarded to members of the Championship Club, no fewer than 10 are held by Railroader A.A.A. men.

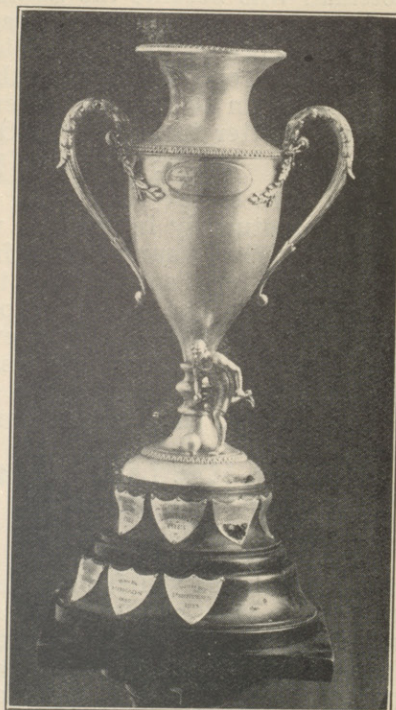
Individual cups and medals, presented to all the players, upon the occasion of a banquet in the C.P.R. dining-room, brought the soccer season to a close. Sidney Jones, leading goal scorer of the team, had 35 goals to his credit for the term.

During the season six players were selected from the club to play on representative International Games in the city, one player being picked by the Montreal team which played in Toronto for the Cars-Rite Trophy.

In 1920 the Club was in the Third Division, finishing the season in third place. In 1921, once more in the Third Division, it again finished in third place.

In 1922, following the first winter course of physical training, considerable improvement in speed and general fitness was evident, the Club climbing to second place in the Division, next to the famous Grenadier Guards team, and was the only team to defeat the Guards in a match that year.

CHAMPIONSHIP CUP



The massive silver trophy, with silver badges bearing the names of past winners and present holders since 1910, which has been won by the Printers' Football Club.

In Defence of Robert Louis Stevenson

The very frank reminiscences, recently brought out by Mr. Lloyd Osbourne, regarding the private life of his step-father, Robert Louis Stevenson, have tended to set the heather on fire in Scotland. The following open letter to Mr. Osbourne, by Henry J. Crowell, expresses one man's feelings of righteous indignation at the attack upon the character of "R. L. S.":

There was one occasion in the life of Robert Louis Stevenson, about thirty-four years ago, when he was overcome by an overwhelming passion of righteous indignation, and it was while he was in this state of excitement and overwrought emotion that he wrote (in Sydney) "In Defence of Father Damien: An Open Letter to the Rev. Dr. Hyde." It was not for his own character or credit or pocket that R. L. S. was concerned; it was for the good name and fame of another that sent his scorching pen flying over the paper. He knowingly and deliberately risked the pains and penalties of the law of libel in order to liberate his soul and stand by the memory of one whom he felt had been unwarrantably traduced.

In your preface to volumes of Stevenson's works which have been published recently in Great Britain you have made certain statements with regard to your stepfather which have rankled in my heart and aroused feelings akin to those which took possession of the soul of R. L. S. when he read the letter that the Rev. Dr. Hyde wrote concerning Father Damien. I, of course, am no R. L. S., but it is my privilege to be a lover and expositor of the great Scotsman who became the Samoan exile, and inasmuch as your statements in regard to your stepfather have been made in a public fashion, I feel it is but right to reply to them in the same public way by penning "In Defence of Robert Louis Stevenson: An Open Letter to Mr. Lloyd Osbourne."

R. L. S.'s Early Life.

You dare to say that R. L. S.'s "early life had been tempestuously intermixed with those of many women." What your readers infer from this will depend, largely, of course, upon the mind of the individual reader. The thing that occurs to me in relation to the matter is that whatever may or may not have transpired in Stevenson's early days took place long before you came upon the scene at all, so that in any case you can have no personal knowledge of such matters.

Moreover, if R. L. S. chose to leave this part of his life unrevealed, it was not for you to presume to lift the curtain.

Good taste, to say nothing of good judgment, should have kept you from poisoning other people's minds with your asseverations in regard to the life and character of your step-father. Well may Lady Frances Balfour suggest that we could well have spared some of your "explanations." "Explanations!" May not one ask, have you set before the world so shining an example that you should wish to deprive us of the inspiration that his life brings to us by his courage, and blithesomeness, his high sense of duty, his generosity and unfailing kindness in thought, word and deed?

You suggest that when R. L. S. acted as patriarch at Vailima and composed prayers to be used in family worship he was largely actuated by his love of theatrical effect. How you contrived to get such insight into the inner motives of another man's heart you do not indicate. For myself, I refuse to believe that in this worship, and particularly in these prayers, R. L. S. was insincere.

We have it on the best authority that whatever he did he put his whole heart into, and I prefer to believe that when he wrote those prayers it was just as real a side of his complex nature as the other side which enabled him to enjoy the good things of life. Not only were they real prayers; they undoubtedly reveal the real man, and this they could not have done had they been the artificial or superficial thing that you suppose.

Who are the Saints?

"R. L. S. was no saint," you affirm. In regard to this, may I recommend to your attention an obiter dicta of your step-father? "The saints," he says, "are the sinners who kept on trying." Now, all saints (fortunately) are not made in the same mould but suppose that for present purposes we take it that a saint is a Christian and a Christian is a saint (see Oxford Dictionary). Then (with this most simple standard in mind) I altogether prefer to be guided by the serious statement of R. L. S.'s wife rather than by your own flippant dictum. What is Mrs. Stevenson's judgment?

From a letter from Stevenson's wife to Stevenson's mother:—"People say 'What a comfort his great name must be to you.' It is a pride to me, but not a comfort. . . . As to his Christianity, his life and work show what he was. I know that whether or not he always succeeded in living up to his intentions, he was a true follower of Christ, a real Christian, and not many have come as close as he; and I believe that not many have tried as honestly and earnestly."

Let us place side by side with this his own suggestion, "The saints are the sinners who kept on trying." Here we are in a position, clearly, to appeal from Caesar's step-son to Caesar's wife, and on this occasion, at any rate, Caesar's wife is above suspicion.

Mataafa's Testimony.

Suppose we add the high chief Mataafa's testimony as to the kind of man he conceived R. L. S. to be:

"Tusitala died a hero among men. He was a man of deeds, not words, . . . His religion and his motto was, 'Do you to others as ye would have them do unto you.' . . . My God is the same God who called away Tusitala, and when it has pleased Him for my appointed time to come, then I will gladly join Tusitala in that eternal home where we meet to part no more." Mataafa, at any rate, clearly had no idea that "R. L. S. was no saint."

Stevenson's Beliefs.

You say again—"In the accepted religious meaning, he was wholly an unbeliever." I repudiate this

altogether—on the explicit authority in this case, not of Stevenson's wife, but of Stevenson himself. We will recall two passages only.

(a) 'Of that great change of campaign which decided all this part of my life and turned me from one whose business was to shirk into one whose business was to strive and persevere, it seems to me as though all that had been done by someone else. . . . I was never conscious of a struggle, nor registered a vow, nor seemingly had anything personally to do with the matter. I came about like a well-handled ship. There stood at the wheel that unknown steersman whom we call God.'

(b) From letter written by Stevenson to his father:—"Strange as it may seem to you, everything has been in one way or the other bringing me a little nearer to what I think you would like me to be. 'Tis a strange world indeed, but there is a manifest God for those who care to look for Him. . . . I have had some sharp lessons and some very acute sufferings in these last seven and twenty years; more even than you would guess. I begin to grow an old man; a little sharp, I fear, and a little close and unfriendly; but still I have a good heart, and believe in myself and my fellow-men and the God who made us all."

His Christian Character

A lady who knew Stevenson very well in Samoa wrote to his mother after his death:—"So few knew your dear son's best side—his Christian character. To many he was the author, and they only knew him as such; but to me his lovely character was one of the wonderful things—so full was he of kindness and the desire to do good."

In an autograph letter to myself the same writer says:—"I knew him better, perhaps, than most people, and I believe him to have been a very good man."

"In the true sense of the word," writes another, "he was an entirely pious man. He himself knew what it meant to go up 'the great bare staircase of his duty, uncheered and undepressed.'"

More Than a Bohemian

It is significant that you should hit at the definitely spiritual side of R. L. S.'s complex character, when, as a matter of fact, this spiritual side was not really a "side," but the foundation of his life and work. No one pleads for the impeccability of Stevenson any more than Stevenson pleaded for the impeccability of Father Damien. But that R. L. S. was something other and something more than a mere Bohemian, is perfectly clear to those who are willing to see—whatever your judgment may be.

He described himself once as "the most lay of laymen," yet he was essentially a preacher, and, moreover, he was a preacher who practised what he preached. Did he not himself speak of "that maternal grandfather of mine who moves in my blood and whispers words to me and sits efficient in the very knot and centre of my being"? Put this by the side of the testimony of the mother (who was the daughter of that said grandfather)—"Yesterday Lou was asked to give an address to Miss L.'s Sunday school, and I went down. How I wish his father could have heard him, too, but I consoled myself by thinking that perhaps he did."

To suggest that a man of whom his mother can thus write is "wholly an unbeliever" is as absurd as

it is untrue. "My dear old nurse," he writes to Cummy, "God will make good to you all the good that you have done, and mercifully forgive you all the evil."

Philosophy and Practice

Someone, whose name I will not mention here—but who is known both to you and to me—wrote me some years ago:—"When God gives me leisure I may possibly think it my duty to ventilate a little more of the truth" concerning "the Mr. Hyde side of R. L. S.'s character and life."

In my reply I sought to dissuade the writer of the letter from putting his God-given leisure to any such purpose. But you are determined apparently that the Mr. Hyde side of R. L. S. shall be unearthed as well as the better and better known Dr. Jekyll side.

Stevenson's philosophy was, "Kind words and deeds—that's the true blue of piety; to hope the best, and do the best, and speak the best." His practice is indicated by Sir Sidney Colvin:—"The law of kindness was the ruling law of his life." Kindness, hopefulness, courage—what a trinity of saintly traits! As one who knew him in his closing days says:—"He seemed to me to be one of the most inspiring comrades that ever put hope into his fellows, and the most heroic spirit that ever fought with a good heart against desperate odds."

I will make you a present of Stevenson as he appears to be to you. For myself, I am content with interpretations such as I have reminded you of, added to the self-revelation of R. L. S. himself in his life and in his writings.

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Chateau Frontenac Team Leader's Long Journey



Mountie, veteran husky, leading the team, outside Chateau Frontenac. Inset, Mountie.

A breath from the freezing winds of the Canadian Arctic, with something of its loneliness, its savagery, its call upon the elemental qualities of courage and endurance and a dash of the romance of the long trails are embodied in Mountie, veteran hero of the wilderness and new leader of the Chateau Frontenac dog-team at Quebec.

Mountie is a husky, in other words, part wolf and his wolf strain shows itself in his handsome head, with its sharp ears and nose, its steel-hard, flaming eyes, its gleaming fangs and its great ruff of fur. He is a dark grey giant, almost one hundred weight of muscle, bone and sinew, ferocity, grim determination and unwavering fidelity. He was born away up within the Arctic Circle, at Lac-du-Brochet, bought in 1919, when very young, by

Sergeant Grennan of the Royal Canadian Mounted Police, and trained by him. He put in nearly five years as a member of that famous force running patrols on His Majesty's Service with the red-coated heroes of the waste.

The journey from Le Pas, in Northern Manitoba, where he was purchased, to Quebec, a distance of well over two thousand miles, was an exciting and extraordinary experience for Mountie. He spent Christmas Day at Winnipeg, where the kind-hearted officials of the Canadian Pacific offered him seasonal fare, which he did not like much, except as a dessert following a meal of his accustomed fish and biscuits. He made friends with the baggage men, who were more than sorry to part with him. At Montreal, he had a day's

rest and there adjusted himself comparatively easily to the strange turmoil of the great city. His driver, Arthur Beauvais, an Indian from Caughnawaga, took him for a short stroll through the streets, where he created a tremendous sensation. And no wonder, for Beauvais says he is without exception the finest husky he has ever seen, while the Mounted Police report that he has always been greatly admired wherever he has been, both for his appearance and his capacities.

Now he is at the Chateau Frontenac, working comparatively easily at giving visitors a ride and is one of the big attractions of winter-time Quebec.

To those who are not artists the artistic temperament reveals itself quite simply as the artistic temper.

Love is the thing that we cannot imagine until we feel it, and cannot remember as soon as we stop feeling it.

The brother of Julian died suddenly. Wishing to break the news gently to his family, Julian sent off the following telegram: "Juan's health in bad state. Funeral on Sunday."

If anyone hurts our feelings we are sensitive about it. If we hurt anyone else's feelings they are touchy about it.

She: "Should you really have shot yourself if I had refused you?"

He: "I should! I had already written to five ironmongers for quotations for a revolver!"

Absent-Minded Dentist (as he gives tramp a glass of water at the door): "Give your mouth a good rinse and spit it out, please!"

A SERIOUS AMBITION

A Complete Story

By Douglas Newton.

JIMMY PROOT was the young man who always got the plain girl when he and a friend were introduced to a pair. You couldn't call Jimmy an idiot. He wasn't distinctive enough for that. He was just homely.

He was a small, wistful man; stumpy of figure and with a top-like expression about his meridian. Grandmothers said he had *such* a kind face, but girls of any kind of looks never noticed anything.

He was fond of children, did all the invoices for a firm of cheese merchants, and was never missed from any social gathering in that suburb of cinemas and last season's dances, Strootham. All the same he hated being the chap who was always overlooked, had earnest and massive thoughts, and was seethingly ambitious. His ambition came to its full, fierce flower the night he met and walked by the side of Ophelia Wry. It was a fateful walk, that one with Ophelia, because Dinatha Fountain walked in front. Dick Peel, of course, had got *her*.

Dick Peel had the Harrison Fisher outline and a most magnetic way of saying "Well, well, we *are* hitting it up!" but Jimmy knew that his intellectual interior was no more than a mass of spiritless shavings. He hadn't depth. He wasn't sound. He hadn't any of those frontal lobes that go to make a great, successful, and worthy man and husband. He had no right to be walking with Diantha.

As he strode behind Dick and Diantha he glowered at their slim and joyous backs. He saw her half-turned face, bright, decilate, crisp, with the transparency of a flower petal shining from an inner glow. He resented every smile that Dick Peel brought to those quick lips.

He cursed his figure and his homeliness. He wanted to take Diantha aside and tell her that silent, solid if quaintly built figures made so much better husbands than clear-cut profiles and empty noodles. He would like to tell her that in sharp, arresting sentences. But he couldn't arrest, or even sentence. He was just a thick, woolly stutter. If he could only say witty things like Dick Peel, who made the mere muttering of "Oh, rather," ring like an epigram, she would be his.

Still his gloomy thoughts did have one definite result. During the hours of a sleepless night, when Diantha's face shone in his eyes like a sun, he did hammer out a specific line of action. He saw quite plainly that the only chance for a figure like his was brains.

He saw and decided that he would have to bring intellect to bear to hide his melancholy moon face. He decided that he must become a rich and noble man to obliterate the damning quality of his physical silhouette. He'd have to become great and powerful and celebrated and affluent, and possessed of an automobile and a house in a swagger district. Only thus would he even up the advantage of Dick Peel's superb nasal configuration.

Next day he started buying books on self-help and home training. The bookseller tried to stave

him off with something dealing with "Intensive Canary Breeding," and "Fretwork for the Home." Jimmy turned those bright trifles down with scorn. What he wanted was something large and magnificent. He had no use for the trivial and mean. He had no use for the frivolous. What he was after was the fine and splendid things. What he aimed at was that state in which people would look up to him in awe, and say in bated tones, "THAT'S James Proot, the James Proot, the great financier—or, the great statesman—or the great newspaper magnate," as the case may be. Jimmy hadn't decided what it would be. He spent several evenings pouring out his soul to Ophelia, in such a manner that Diantha, walking in front, was bound to overhear the splendour of his dreams. In a way he was rewarded. He heard Diantha say:

"He sounds like a talking frog, don't he?"

At one time Jimmy thought of going abroad from cheesemongering and starting in as a pioneer. He would found a new land like Rhodes or Brook of Sarawak. He would make a tremendous name, and Diantha would drop her exquisite amber eyes before his strong level ones and murmur, "What can you see in a simple girl like me, Mr. Proot?"

A great idea, but one that would take time and demand absence, things that he felt must be avoided. Dick was striking an attitude of permanency and anxiety in his relation to Diantha. Dick was getting worried about his income and the rent of a terrace villa. Dick was looking speculatively in those shops where diamond rings of definite meaning bloom.

Dick was also wondering about his position and income. He said he would have to look out for a new job, junior clerkship in a job without prospects seemed to him to be lacking. He began to wonder whether a tobacco shop with a newspaper sideline might not be a venture of golden promise.

Jimmy sneered at him. He saw through these Dick Peels. They had no grand principles. They were not made of splendid stuff. They had petty and grovelling ideals. Almost coldly he gave Dick his opinions on international finance and how it should be done, and Dick listened with awe. He said:—"That's all right, Jimmy, old lad, but how do we come in there. What chance have we?"

"Speak for yourself, Dick," said Jimmy darkly. "The thing is to think big."

"You mean that's how you think?"

"I think big. I'm going to act big. I have no time for this stupid little stuff."

"All very well . . . but how're you going to begin on it? I mean—"

"I'm beginning," snapped Jimmy in a money-making manner, already conscious that he had accumulated \$50 in his bank. "You can worry about your tobacco shops if you like. I've got no time for such trash. I'm out for something with a large noise about it. Something that wins respect, see. I'm dead nuts on respect."

Dick, more awed, more anxious about his own prospects, reported the marvels of Jimmy to Diantha.

"He's a comic little feller, he is," said Diantha.

"He's got large ideas," said Dick. "Brains!"

"He's got som'thin' that makes me go to sleep when he chats," said Diantha. "What're you fussing about, Dick. You're brighter than him."

"Maybe, but it's in a different way. He's got the large, serious stuff in his head. We look cheap to a feller like Jimmy. He's a superior feller."

One day someone told Dick he ought to go on the stage, a chap with his figure and face would make a hit. Dick thought there was something in it; after all, he had almost got an encore when he had sung Amy Woodford Findon's "Less Than the Dust" at the choir concert. And he'd heard of people making as much as a hundred dollars a week on the stage.

Jimmy said, "the stage," in a large, disgusted manner as he sat with Ophelia on Diantha's settee playing with Diantha's small brother and two sisters. One could hear from the contemptuous noise he made just how contemptible he thought the stage as a profession.

"What you got against the stage?" demanded Diantha, up in arms. "The money's good."

"Just good," said Jimmy largely, and he just indicated, with a few facts and figures from his latest booklet, how meanly the stage figured beside a commercial magnate with a political pull.

"Oh, you think that's you?" said Diantha. "You think the stage is small beer?"

"Jimmy's only got an eye for big things, noble things," said Dick.

"Huh," said Diantha.

"I wouldn't demean myself with the stage," said Jimmy, aloof.

"Opportunity's a great thing," said Diantha.

Jimmy loosed himself. He proceeded to demonstrate the need for the magnificent gesture in a career. He showed how one's aims should be tremendous and noble. He talked of dignity, gravity, responsibility. Somewhere about the middle of his oration Diantha giggled.

Jimmy gripped his features together and made a commanding gesture. Diantha's little brother Albert banged out in a laugh. Jimmy, irritated, rose to his feet to dominate them all; he made movements with his hands that wriggled his shoulders. He screwed his face into impressive and austere nuances. The whole room screamed.

He stopped and stared at them. A howl went up. Diantha said, almost weeping:

"Oh, Mr. Proot, why didn't you let us know you were such a comic?" Her words were cut short by a single, detonative explosion of laughter. Diantha's little sisters were rolling on the ground in an abandon of mirth. Jimmy was cut to the quick. What had he done to be treated thus? He had merely scowled his contempt of their unseemly frivolity.

He forgot all about it when he plunged deep into a course of the accountancy of international finance, with "Ruthlessness in Commerce" as a side line. His banking account rose to \$75 and he knew he was laying the foundations of a future status in which Prime Ministers would consult him confidentially about the wisdom of Ward.

When Dick came to him and asked him to spend Sunday afternoon next at Diantha's he shrugged his shoulders in a hopeless manner. Dick wanted his

moral support. It appeared that the stage idea had developed and yet diverged. Diantha's uncle, it appeared, knew a young man of Conematic ambition. This young man had ideas of his own. He had started out in a new venture, was building up an organization which, he felt, would make history in the "Movie" world.

This young man, Frudy, Dick said, was out looking for new material and new stars. It had been thought that Dick's profile and manner of standing about might suggest vast possibilities to the coming cinema king. Dick said that he had it on authority that even supers got as much as \$5 a day, and a small part might bring in quite a tidy sum.

"Small is your reglar word," said Jimmy haughtily. "Small things like movies, and small parts in 'em is your line, Dick. Why can't you cut such trashy ideas, and think of big things?"

"Dick didn't know, he guessed he was built like that, but he'd be awfully obliged if Jimmy would come along. Apart from the matter of moral support, did they not need someone to play with the kids and keep them from making themselves a nuisance while he and Diantha talked to the big man, Frudy."

Jimmy snorted. He was angry. Not only was he asked to help Dick win his divinity Diantha, but also he was to play his usual part of the second rate. Ophelia, of course, would be his companion in kid silencing. His soul revolted at this mean point of view. But he went along. He was really a good-hearted little fellow, and also he had a splendid picture of himself standing superb and aloft while others submerged themselves in trivialities. He thought that Diantha might have a chance of seeing what *real* greatness was. He said: "As long as you don't ask me to play about in this kid's cinema game, all right."

Dick assured him that that was what they wanted. He and Ophelia were expected to carry the kids right off to the end of the garden, right away, and prevent them butting in to important things.

Frudy, who was one of those alert and avid young men who get quickly bored, was bored before his third cup of tea. He looked upon Dick's profile without excitement. He seemed to anticipate attack by giving them a long account of how all the Apollo profiled young men in the world thought they could get a job at his studios at the mere showing of their smile. Dick and Diantha endeavored to live down their melancholy. They cut tea short, they goaded Jimmy and Ophelia off to play wild Indians with Diantha's brother and sisters before Jimmy's second slice of cake, so anxious were they to get to grips before the general gloom killed their chances.

Jimmy went off to the end of the garden. He invented a game in which he was shot horribly and often by all the kids in turn. He felt quite like being shot, also he felt that the grim realism in his nature gave his dying a special and terrible quality. He felt that, if the stage was not so contemptible to a man of his parts, he could do those things behind the footlights which would send women from the theatre in shuddering hysterics. He felt, even, that his terrific way of dying would unnerve strong men.

At his second death he heard a shout of laughter from the tea-table party that struck to his heart over the gurgles and squeals of delight of the children. He almost groaned. They were getting on well, then, were they? Dick and his movie man

were hitting it off, all was plain sailing in the affair. Diantha Peel? Something of his harrowing feelings he put into his third great death. It was, perhaps, too curdling and gruesome for children, this terrible agonized expiration of his, and he hoped he wouldn't scare them badly, but he couldn't help it.

There was another shout from up the lawn; again his soul sickened. How quickly they had become intimate,—with him away. He went on with his game, getting a ghastly joy out of his deaths.

Just as he died the fifth time he became aware that the party from up the garden had approached him, Diantha and Dick looked a trifle sheepish, Frudy looked keen, brisk, lively and eager. He called out:

"Here, that's a great game. I'd like to play, too. What I mean is, let's make a jolly big thing of it. We'll have a real cinema show, oh, all of us in it?"

The children thought it was the greatest thing on earth. Jimmy, sullenly, was for backing out, but Frudy begged him not to spoil things, and Dick looked rueful, while Diantha shot at him deadly lances from appealing eyes. So Jimmy shrugged his shoulders. He saw what it was. This cinema fellow wanted to put Dick through his paces. Well, he'd see it once.

Frudy, naturally, took up the part of the producer. The rest of them, including the kids, made up the company, and Frudy stood on the lawn and shouted at them what to do. He directed them all through the wildest series of adventures. There were police chases, falling into rivers, motor car break downs, Wild West hold-ups, and everything that flickers on the film. Idiotic stuff, childish stuff, beneath contempt, Jimmy thought, but for the sake of Dick he went through with it—though he let his opinions show in his bearing. Especially did he let them show when he realized that Frudy was making a sort of butt of him. Frudy was always pushing him into it, always making him go through the most foolish stunts. Frudy wouldn't spare him.

He stiffened and grew haughty under the treatment, did what he was ordered to do with a sneer. Frudy yelled in a gust, "That's it, that's fine." And Jimmy grew more aloof and contemptuous. At once Frudy seemed to hustle him on, and he found himself knocking Dick down, and clasping Ophelia round her waist in a really sickening way. Ophelia blushed and hung her head down, like an embarrassed hen. Jimmy giggled.

"Kiss her," yelled Frudy. "Or—or pretend to kiss her. . . . Oh, my hat! . . . oh, my hat! . . . That's it. . . ." He went off in a sort of scream and Jimmy, glaring at him, saw that he was completely overcome—no doubt with the efforts he put into the game. What rot, what trivialities, he sneered. This was the sort of stuff that grown men filled their minds with!

He was so disgusted that he left very early. Dick, surprised, said, "Oh, well, I'll stay on for a little. Perhaps Mr. Frudy and me will . . ."

Mr. Frudy said promptly that he was afraid he must run right away now, something important had to be done.

He walked along at Jimmy's side, and Jimmy wished he wouldn't. He wanted to think big, earth-moving thoughts. He'd have to now, and quickly, since Dick seemed to have hit a good thing in this movie business. Frudy said, after a minute:

"Ever think anything about the movies?"

Jimmy said shortly that he hadn't; his tone showed just where he placed the movies.

"Oh, there's a lot in it," said Frudy. "I mean it's going to be a big thing."

Jimmy thought things out with his lately acquired "far-seeing" mind.

"Yes, I suppose it is," he conceded. "Yes, there's big money in it."

"Oh," said Frudy on a descending note.

Jimmy, having grasped the idea, developed it. "Yes, picture-houses opening everywhere. New fields being opened up. Big organizations needed."

"There's all that," said Frudy gradually. "Ever think about going into it?"

"I haven't so far," said Jimmy warming. "But as you say, the possibilities suggest themselves for a far-seeing man with a gift of organization and drive, there is an immense scope for promoting?"

"Promoting," said Frudy sharply. "Whose talking about promoting?"

"You were. Didn't you ask me whether I had any thoughts of going into it?"

"Not on that side. I meant the acting side."

"Acting side?" shouted Jimmy. He stopped dead and stared at Frudy. "Are you saying to me—are you suggesting that I should take up the acting side?"

"Why not?"

"Don't talk like a fool," snarled Jimmy.

"I'm not. You can do it."

"The thing's unthinkable."

"No, it's not. You've got the goods."

"Me—me—doing the heavy hero stunts," cried Jimmy. "What do you think people'd say?"

"They wouldn't say anything—they'd scream."

"Scream?"

"All the time. Once you started they couldn't stop."

Jimmy stared at him hard. He was bewildered. The fellow was talking in riddles.

"Look here, are you telling me that I am out to be a film hero?"

"Hero," shouted Frudy. "Hero nothing. You're comic. You're about the greatest comic that ever happened since Charlie Chaplin. And I want you." Catching Jimmy's mesmerized air, he cranked down his enthusiasm. "That is, I think I could fit you into some films of mine."

"Me," snarled Jimmy.

"At a fair price, say \$50 a week," Frudy regarded Jimmy anxiously, but cautiously.

"You make that offer to me—me—who—" Jimmy was about to unload himself of his grandiose ambitions. Frudy cut in quickly.

"Say \$75, then."

"You scoundrel!" choked Jimmy.

"I can go to \$125," Frudy caught the anger in Jimmy's eyes. He also caught something else that had come into them at the mere mention of so much money. He went on rapidly.

"See here, we can make it a sliding scale. We can start at \$125 the week, with a royalty and work-up gradually as you get better known, and I get my 'releases' out. I'm treating you squarely. I'll have to train you, you know, handle you on the publicity side. . . . So . . . so don't jump away from the offer. Take time. Consider it. No reason why you

(Continued on page 44)

Canada Her Own Worst Advertiser

As seen by E. L. Chicanot.

WITH immigration prospects on every side looming brighter for Canada than at any time since the war the Dominion would seem to be in danger of suffering a severe discount in the British Isles, whence the greatest volume of new immigrants is expected this year and in the future, if the British Press is to have its way. Canada in England has been subjected to a wave of unfortunate publicity and Canadians in that country at the present time are not having a particularly easy time of it.: The Government and railway authorities and sincere patriotic individuals who actually know something about Canada are fruitlessly trying to explain the Dominion to a people who do not. They are engaged in applying whitewash to black spots Canada is continually daubing on her own reputation, and in the main the effort is hopelessly unsuccessful because fresh places become blemished as soon as the old marks are obliterated, and because of the utter impossibility of causing people to see five thousand miles across the Atlantic.

For the past year Canada has been able to make no complaint of an inability to keep her name before the reading public of the British Isles. She has featured almost daily in the newspapers with glaring headlines, "Hebrideans in Sad Plight," "Starving Harvesters Seek Aid," "How Canada Treats Her Immigrants," "Heart-Breaking Tragedies in Canada." These and similar headings to sensational stories beneath them have too successfully kept Canada in the limelight of British attention. For months now Canada has been painted in the gloomiest colors in the English press, and a perusal of a collection of clippings pertaining to Canada from British periodicals leaves one inevitably with the impression that it would be a very courageous and intrepid man who would venture to come to that Canada portrayed. And the saddest and most vexing part of this is that Canadians themselves are almost entirely responsible for it and are giving their country the worst possible advertising in the British Isles.

It may be conceded at once that immigration as it affects Canada and her future is a controversial subject. Seldom can two individuals agree exactly or see eye to eye in the matter. Factions will argue at great length upon it without getting anywhere, and no one can blame the one from not getting the other's viewpoint. But there is absolutely nothing to be gained, whatever the viewpoint, by damning and villifying one's country abroad, especially to a people who, from circumstances, cannot of themselves possibly frame anything like approximate conceptions of conditions in Canada, whilst there may be a tremendous amount of harm wrought by these same means. This is exactly what Canada has been doing for some time and is continuing to do. This may not be intentional, in fact, in the vast majority of cases, it may be definitely said that it is not, but this is, nevertheless, unquestionably the result and outcome.

It is realized as being very unfortunate but to a certain extent inevitable, that in the wild, hectic scramble for juicy news to serve up in the news-

papers for sensational consumption, greater value is attached to a destructive than a constructive factor, a crime story, above an elevating one. Comparatively, Canada is not a great sinner in this regard, the Dominion newspapers being very moral in tone. But the account of a fire will get more space than the announcement of a decision to erect a new school. A man will be killed in large headlines, while dozens of new beings will be born in small type in an obscure column. That is journalism, and, for the main part, good local journalism.

But in a national conception this often has a very injurious effect. The playing up of a story, immature or undeveloped, is apt to convey an impression very different from that which the completed episode would do. A story which is good locally, if it be the narration of a movement merely initiated, uncompleted, or lacking in explanatory detail, may work irreparable harm to the Dominion when circulated abroad and read without a comprehension of circumstances. This is exactly what has been happening for the past year.

First it was the Hebrideans. Some little trouble was experienced in the early stages of the movement, because it was an unusual and extraordinary one, made in especial circumstances to meet an unusual situation arising, without preparation, and aggravated by the peculiar psychology of the people concerned. As soon as the slightest hitch was revealed in achieving settlement, however, the western newspapers gave substantial space to lamentable stories which were presented in such a manner as to convey the impression that these people were in the direst straits,, deeply regretting their exodus, and that the whole affair was a debacle. Not a word as to the difficulties experienced, or the many mitigating circumstances. Naturally, these stories were taken up in the British Isles, received the widest publicity in the press and wrought a degree of harm that cannot be estimated to Canadian agricultural settlement.

The entire report was immature. Hebridean settlement was satisfactorily accomplished. But the statement of the priest and of the Soldier Settlement Board, who were jointly responsible for the actual settlement of these people, that this had been harmoniously and satisfactorily effected, that every family was settled upon a farm and many of the people were sending back for relatives in the homeland, got scarcely any attention in the newspapers. Nor was there much space devoted to items in the report of the Soldier Settlement Board as to the astonishing progress made by these people and the surprising crops some of them harvested in the first year of their operation. Accordingly, these reports did not find their way to the British press except through the agency of organizations anxious to disseminate constructive information, and thousands of people in the British Isles must have been left with the first and erroneous impression uneradicated.

Next it was the harvesters' situation, which, according to the British press, has left an ineffaceable

blot on Canada's reputation. Everyone who has thoroughly investigated the situation in Canada is satisfied that this was an excellent movement, bringing to Canada at low ocean rates many young men who had been waiting since the termination of the war for this opportunity to get out to the farm lands of Western Canada. The impression is different in England, however. Of all the early reports on the subject appearing in the Canadian and British press, few took any comprehensive view of the movement, but were merely accounts of individual experiences, the unsuccessful, naturally, making the better story.

General knowledge in the British Isles on the harvester movement is based on a few stories of individual hardships, and the played-up complaints of a handful of malcontents who refused to take the jobs offered them. Very little space has been devoted to the many men who went home entirely satisfied with their excursion, with funds sufficient, in some cases, to bring them out to Canada again to settle permanently after closing their affairs at home. Nothing like adequate reading space has been given to the nine hundred odd men who never went back or wanted to get back, who stayed in the West, and from whom complaints were never heard, who are available for farm work this spring and are so many prospective producing Canadian farmers.

It is only natural that the stories which got attention in England were those of the dissatisfied with grievances, not only because there were more of them, but because, from a journalistic point of view, they were better stories. The result has been that a movement, which was in every way a successful one, adding many assimilable immigrants to Canada's population, has come to be regarded in certain English circles as a hideous exploitation of British unemployed, and is bound to have a deleterious effect upon other movements to this country. The reports from official sources with reliability and authenticity behind them have had scarcely any circulation because they are not nearly such good stories. But they would have been the only ones printed if Canadian journals had not circulated such undeveloped accounts of the movement which reached the other side and created the first impressions.

Next, it was the two young adopted immigrants who came to such unfortunate ends. The average Canadian has no conception of the degree of unwelcome publicity these distressful occurrences have received and the baneful effect they are having upon Canada. With only half the story secured the most heartrending columns were printed in Canada about these two boys. And a pitiful affair it was, for which Canada is duly ashamed. But the extraordinary notice devoted to it gave the British press unwarranted opportunity. Unjustifiable use has been made of this capital.

Into every corner of the British Isles went sensational accounts of the Dominion's treatment of two young English boys, giving the impression that this was the rule, rather than the exception. Not a word about the remainder of the hundred thousand or so boys and girls who have come to Canada under the same auspices in the last fifty years and to whom the Dominion has given homes and positions and who have risen to high places in Canadian life. The entire movement is damned in English eyes because two unfortunate youngsters came to grief.

It is unfortunate that Canada should play up her own crimes and misfortunes to be taken advantage of by other people and so put a weapon into their hands with which they can strike back at the Dominion. Such prominence is given to one man who is unsuccessful or unfortunate and the thousands who have won success and prosperity are neglected and passed by. This is meat for many English journals, who dish up such material for the consumption of readers who can never know otherwise. One has to get away from the headlines into the side columns of the papers to find the stories of the men who are making a success of Canadian life. From a newspaper point of view, of course, they are usual, whilst the other is the unusual story. But unfortunately the newspaper consumer does not take this into account.

The result is that in the English press one runs across the dismal and depressing stories of the English immigrant in Canada, and the English reader is left to suppose that this is the only kind of immigrant in the Dominion. Not half the prominence is given to the life stories of such men as Premiers Oliver, Greenfield and Dunning, who, from penniless immigrants, arrived at the highest political honors; or Canada's outstanding farmers, such as Seager Wheeler, J. W. Biglands, H. and G. L. Strange and Samuel Larcombe, all of whom came from England; or those who have since emigration accumulated such wealth as Sir Herbert Holt or James Stewart. One would gather the impression from a series of Canadian clippings from British papers that to come to Canada spells almost inevitable failure.

One would have no right to complain or seek redress if these harmful stories did not originate in Canada, are published in Canadian journals, sent across by correspondents. Canada and Canadians are largely responsible for the situation which has come about. A destructive story in a local paper, dealing with a movement in process, may be perfectly harmless when read locally, and with a comprehension of circumstances, but abroad it may be presented to convey a definite impression upon a situation still immature. It is afterwards a most difficult thing to eradicate this impression by reliable and official statement. This is what has been going on for the past year.

The Government and railways maintain bureaux in England for the dissemination of reliable, constructive information, tending towards the development and building up of the Dominion, but their efforts are largely nullified by the amount of matter taken from Canadian periodicals which is of a more sensational nature, though it may not bear the same analysis. The work of these Canadian officials is largely offset and they are not having a pleasant time trying to present Canada in her proper light.

It is all done so unintentionally and a remedy is difficult to find. But it would be a wonderful thing if we could keep our troubles at home, if Canadian journalism could view its national destiny, and Canadian papers be made up with an eye to the readers of other countries who will inevitably see extracts from them. At the present time Canada is spending thousands of dollars each year in various ways to secure constructive publicity in the British Isles, and at the same time she is largely nullifying this effort and putting ammunition into the hands of her enemies. She is her own worst advertiser.

(Continued from page 41)

shouldn't be earning your thousands in time. Thousands!"

"Thousands," said Jimmy, forgetting every noble idea under the mesmerism of the figure.

"Easy thousands," said Frudy.

"And Dick Peel, what do you give him?"

"Him," said Frudy, in a tone of contempt. "I give him nothing. I can get the pretty men at nineteen to the dozen any time I like. But the born comics—figure and all—well' that's the difficulty. Will you take time to consider my offer?"

"No," said Jimmy; "I take your offer now. We'll go along to a lawyer tomorrow and fix it up."

Two years later, just as the world-known funny man, Jacobus Proot, was about to go through his bronze doors, down his marble steps to where the gold-braided chauffeur waited at the open door of his 59-100 h.p. Rolls-Packhard, his wife said something to him.

"Letter from whom?" said Jacobus loftily, "Dick Peel! Dick Peel? Who's Dick Peel?" His wife offered a statement. "Oh, I remember," he went on. "One of those Dolly Young men. Went in for high finance, didn't he? Or politics? Anyhow, something very dull and unintelligent?"

"He wants you to stand godfather to his second," said his wife.

"Oh, heck! Like his confounded cheek. Why should I mix myself up with those trivial city people? Don't they understand that an artist like me views all that sort of thing with contempt. A serious, humorous artist like me is a great world force, and . . ."

"He thought you'd like to do it for old time's sake, as a friend of him and his wife."

"His wife—let me see, who the devil is, or was his wife?"

"Don't you remember? A pretty, dolly little thing too, called Diantha," said Ophelia Proot Anée Wry).

Lady: "Why are you crying, little man?"

Urchin: "Well, I have been playing truant from school all day and now I have just remembered that it is a holiday!"

Daughter: "Yes, dad, I know Harry doesn't amount to much. But his initials are the same as mine, so I won't need to change the monogram on my roadster. One must be practical, you know."



WINTER SPORT AT VANCOUVER

It appears that after all, Canadians need not seek the Southern climes in order to enjoy surf bathing in the winter time. Look at the pictures above. The photographs from which they were reproduced were taken at Vancouver on Christmas day. About twenty members of the Vancouver Amateur Swimming Club took the plunge with the water at 53 degrees and they found it more invigorating than cold. The Canadian Pacific Metropolis does not advertise its winter bathing, but its many beautiful beaches make it an ideal summer resort and its temperate climate make it a favorite resort for tourists the year round.

McAdoo Gives Cold Facts in Frisco Address

WHILE management and direction of the railroads under private control had failed before and at the outset of the war, the capacity and energy of the great army of railroad workers had not failed. To revitalize the railroads quickly, to relieve the congestion of traffic, to restore an uninterrupted and sufficient flow of transportation, was imperative. Who was to do the job? Primarily it had to be done and it was done by the 1,800,000 railroad employees of the United States working through the agency of the Government. Railroad executives and managers had practically thrown up their hands.

Helped Win the War

That declaration was made by William G. McAdoo, former general director of railroads and former secretary of the treasury, in a speech delivered in San Francisco on the occasion of the fiftieth anniversary celebration of the Brotherhood of Locomotive Firemen and Enginemen, in which he told the story of how the American railroad workers—"an underpaid and overworked army"—had made a vital contribution to the winning of the war.

"Railroad transportation was absolutely basic to the successful prosecution of the World War," said Mr. McAdoo. "The industries of the United States could not perform the vital part required of them without it.

"One need only visualize the irreparable disaster to our arms in France and to the American people as a whole if there had been a complete stoppage of railroad transportation in the desperate winter of 1918 to understand the gravity of the situation when the Government took control of the railroads January 1, 1918, eight months after we entered the war."

Roads Had Broken Down.

Mr. McAdoo declared that the private operators of the road grew less and less able to manage them and they became more and more demoralized and inefficient. He quoted Samuel Rea, president of the Pennsylvania, who fifteen days before the United States entered the war frankly said to the Interstate Commerce Commission:

"We realize that the condition of the railroads to-day presents a menace to the country, not alone to the owners of the properties, but as affecting generally the international situation."

"In December, 1917," continued Mr. McAdoo, "the paralysis of transportation had proceeded to such a point as to alarm the Allies in Europe as well as the people of the United States. Terminals were so congested that essential supplies could not be delivered in the great cities, and steamships awaiting cargoes for Europe could not be loaded, locomotives were in bad condition, cars were out of repair, and the entire transportation machine was almost hopelessly demoralized.

Black Clouds Hung Heavily.

"The black clouds of disaster hung heavily over the United States and in the Allied skies. Railroad managers had practically thrown up their hands. No solution was possible except the strong arm of

the Government. The railroad workers were discouraged, for what can destroy more quickly the morale of any army—industrial or military—than the failure or incapacity of the generals in command? It was also an underpaid and overworked army, but its spirit was not gone.

"It is an accepted axiom in physical warfare that an army marches and fights on its stomach. It may be said with equal truth that a great industrial army marches and fights on its stomach. Not only must each industrial worker earn enough to give him food to maintain his brain and brawn in fighting trim, but he must earn enough in addition to supply the stomachs of the wife and children who are dependent upon him.

Living Costs and Wages.

"The cost of living had grown so great while the wages of most railroad workers had practically stood still for many years, that a large part of the railroad army upon whose energy and efficiency the very destiny of the world rested, was unable to secure the necessary subsistence to keep fit for the hazardous and vital service required."

Mr. McAdoo then related what was done to assure the railroad employees of a better deal. He promised, if an increase in wages was made, to pay the increase from the time the Government took over the roads. "What happened after that?" asked Mr. McAdoo. "The employees went at their tasks with loyalty and vigor. Conditions were rapidly improved and the serious emergencies which confronted the nation and the world during that terrible winter of 1918 were successfully met.

Did Not Profiteer.

"The charge has been made that railroad employees profiteered during the war.

"This is no more true than to say that American soldiers profiteered during the war. Railroad labor needs no defense against this charge, nor do I propose to make any.

"I want to apologize for the men who from questionable motives have made this charge, and for the ignorant people who believe it. Ignorance can be dispelled by truth, and to make an apology for the ignorant effective and to destroy the false impression deliberately created by paid propaganda that railroad men got more than they were entitled to during the war, I want to give some facts.

"Early in 1918 I appointed a wage commission, of which the late Franklin K. Lane was chairman, to investigate and report upon the wages, and after exhaustive inquiry that commission reported some four months later that:

"It has been a somewhat popular impression that railroad employees were among the most highly paid workers, but figures gathered from the railroads dispose of this belief."

Rail Workers Poorly Paid.

"The commission reported that 51 per cent of all employees received \$75 per month, or less; 80 per cent received \$100 per month or less; and only 3 per cent received between \$150 and \$250 per month;

Canadian Railroader

that the average pay of clerks was only \$56.77 per month; average pay of section men only \$50.31 per month; average pay of unskilled labor only \$58.25 per month; average pay of station service employees only \$58.57 per month; average pay of freight brakemen and flagmen only \$100.17 per month; average pay of passenger brakemen and flagmen only \$91.10 per month.

"The commission recommended substantial increases of pay; that the lowest paid employees receive the highest percentage of increase, and that the highest paid employees receive the lowest percentage of increase.

"Be it said to the credit of the highest paid men in the brotherhoods that they not only consented, but urged the director general to give the largest increases to the poorest paid employees, in order that they might have a chance to make a living wage during the trying war period.

Gives Belated Justice.

"The wages on a monthly basis ranged from \$46 to \$250 per month. I increased the \$46 man 43 per cent, or to \$67.21 per month. I increased the \$60 man 41 per cent, or to \$86.10 per month. I increased the \$100 man 31.29 per cent, or to \$132.60 per month. I increased the \$249 man \$1 per month to \$250. The \$250 per month man got no increase.

"Now let us deal with the wages paid on a daily basis. I increased the 75 cents per day man to \$1.62 per day. If a man worked every day, including Sundays, at the old rate of 75 cents per day, he could earn \$22.50 per month. I made it possible for him to earn \$46.80 per month.

Boosted Lowest Paid.

"I increased the \$1 per day man \$1.77 per day. If a man worked every day, including Sundays, at \$1 per day, he could earn \$30 per month. I made it possible for him to earn \$53.10 per month.

"I increased the \$1.50 per day man to \$2.27 per day. If a man worked every day, including Sundays, at \$1.50 per day, he could earn \$45 per month. I made it possible for him to earn \$68.10 per month. The highest day rate, namely \$7.80, was increased 8 per cent only, or to \$8.25 per day.

"Let us now take the hourly rates: The lowest rate was 10 cents per hour. I increased that to 19 $\frac{3}{4}$ cents per hour. If a man worked eight hours per day and every day, including Sundays, at the rate of 10 cents per hour, he could make \$24 per month. Under the new rate, he could make \$47.40 per month.

"I increased the 20 cents per hour man to 29 $\frac{3}{4}$ cents per hour. If a man worked eight hours per day and every day, including Sundays, at the rate of 20 cents per hour, he could make \$48 per month. Under the new rate, he could make \$71.40 per month.

Helped Average Man.

"I increased the 40 cents an hour man to 56 cents per hour. If a man worked eight hours per day and every day, including Sundays, at the rate of 40 cents per hour, he could make \$96 per month. Under the new rate, he could make \$134.40 per month. The highest paid hourly rate, \$1.20 per hour, was not increased.

"On January 1, 1918, when federal control became effective, the total number of employees was \$1,703,748. The average number of employees under federal control in 1918 was 1,820,060, an increase of 116,912 men. Mr. Hines, my successor, further increased the number of employees until, in March 1, 1920, when the roads were turned back to private control, the total was 1,970,525.

"The private operators did not think Mr. Hines had employed enough men, so they gradually increased the number until, in August, 1920, the total number of employees was the greatest in railroad history—namely, 2,197,824, or 377,164 more than were employed by me to run the same railroads in the war year of 1918. In the light of these facts, the claim that there was over-employment on the railroads in 1918 falls to the ground.

Men Win; Managers Fail.

"It is a further tribute to the railroad employees of 1918 that they took the same railroad terminals, tracks and facilities, the same broken-down locomotives and bad-order cars, and all the other equipment of the railroads at that time, and, by their efficiency, made the identical transportation machine with which the private operators had failed, to the imperilment of the war, function so successfully that ample transportation was provided to keep the greatest business in the history of the United States going at the highest point of production and to maintain the lines of communication between our soldiers in France and the armies of our allies and their American base of supplies.

"Let us look at another side of this matter. As I have already said, and I want to re-emphasize it, the war would have been lost absolutely if railroad transportation in the United States had failed. I also want to say that because the Government, with the loyal assistance of the great railroad army, furnished such efficient transportation, the war was brought to a successful close one year earlier than the best military opinions had calculated.

Made Vast Contribution.

"The war ended in November, 1918, one year earlier than anybody had expected. What did this mean in actual dollars and in human lives and suffering saved? On the day the armistice was signed the average daily outgo from the United States treasury was \$60,000,000, or at the rate of \$21,900,000,000 per year. Ending the war one year earlier than expected, therefore, saved the American people at least \$21,900,000,000.

"But let us consider the saving of infinitely greater importance—human life and suffering.

"If the war had lasted a year longer at least 300,000 to 500,000 American boys would have bit the dust and left their bones in France. Probably one and a half to two million would have been wounded, many of whom would have been totally or partially disabled, to be cared for permanently at great expense to the nation. Millions of European soldiers also would have lost their lives and the number of wounded and the amount of suffering among the civil populations would have been incalculable.

"Efficient operation of the railroads under federal control was a contributing factor of major importance in this colossal saving of life, suffering and money.

"To that fine army of 1,800,000 railroad employees is due a large share of the credit for this great achievement.

Record of Noble Deeds.

"If I understand aright the meaning of 'profiteer,' no more inappropriate word could be used to describe these loyal railroad soldiers who helped save \$21,900,000,000 for the American people of the United States, a vast number of human lives, an indeterminable amount of human suffering and property destruction by helping America do her part with amazing efficiency in the war.

Waste Equals Billion.

"It is estimated that practices resulting from inefficient, incompetent and wasteful management of the railroads are needlessly costing the American people \$500,000,000 to \$1,000,000,000 annually. This does not take into consideration the grave losses suffered by producers and shippers from car shortages and avoidable delays in the movement of freight. Efficient railroad operation and the elimination of duplications and waste would not only greatly improve the service, but would reduce freight and passenger rates without depriving labor of just and adequate wages.

"Our railroads are, in a large part, archaic. They must be modernized. The whole transportation system must be brought up to a high standard of physical development and operating efficiency so as to create a 'properly reciprocating machine in all its parts.' Electricity should be applied to great areas of the country with immense benefit to the general economy. Cheap and efficient transportation is indispensable to our prosperity and progress.

Solution of Problem.

"It is not impossible to find a solution of our railroad problems that will be fair alike to the public, to labor and to legitimate investments in railroad properties. There is, of course, room for differences of opinion as to many of its phases, but these can be resolved in the light of fair and dispassionate discussion.

"Many people, for instance, believe that government ownership is the best solution, and I know that many railroad employees take that view of the matter. Personally, I do not believe that government ownership is the wisest solution. An earnest effort should be made to secure railroad reform, providing the principle of private operation, but under a more effective federal regulation. If that fails after a final test, the alternative of government ownership may become inevitable.

"The question ought to be taken out of partisan politics and dealt with as a common-sense economic problem and with a desire to find a solution that will be just to all interests—namely, to the public, to labor and to capital.

The Poison of Propaganda.

"In conclusion, let me advert to a development which grew out of the war—the evils and abuses of organized propaganda. In the last few years great interests have discovered the value of this powerful weapon. By the expenditure of vast sums of money

through professional organizations, it is possible to so poison or pervert public opinion as to produce false verdict upon great political and economic questions. A conspicuous instance of this is the falsified propaganda the railroad executives have conducted against federal control for the past four years.

"When poison is bought from a drug store, the law requires the druggist to put a red label on the bottle marked 'Poison.' We do that to warn human beings against taking poison without knowing it. Why should not the propagandist be required to put a label on his article showing who has paid for it, just as the druggist is required to put a label on his bottle to indicate its contents, so that the public may not swallow as truth that which may be false or impregnated with subtle poison?

"Unless effective means are employed to curb the poisonous propaganda which is now being used by every selfish interest which wants to 'sell' something to the country that, on its merits, could not be sold unless disguised, a new evil will menace democracy more dangerous than any development of modern times."

She—I'm telling you for the last time that you can't kiss me.

He—Ah, I knew you'd weaken eventually!

"Does your husband confide his business troubles to you?"

"Yes—every time I want a new dress."

We teach the young idea to shoot. And before we know where we are it has shot us on to the shelf.

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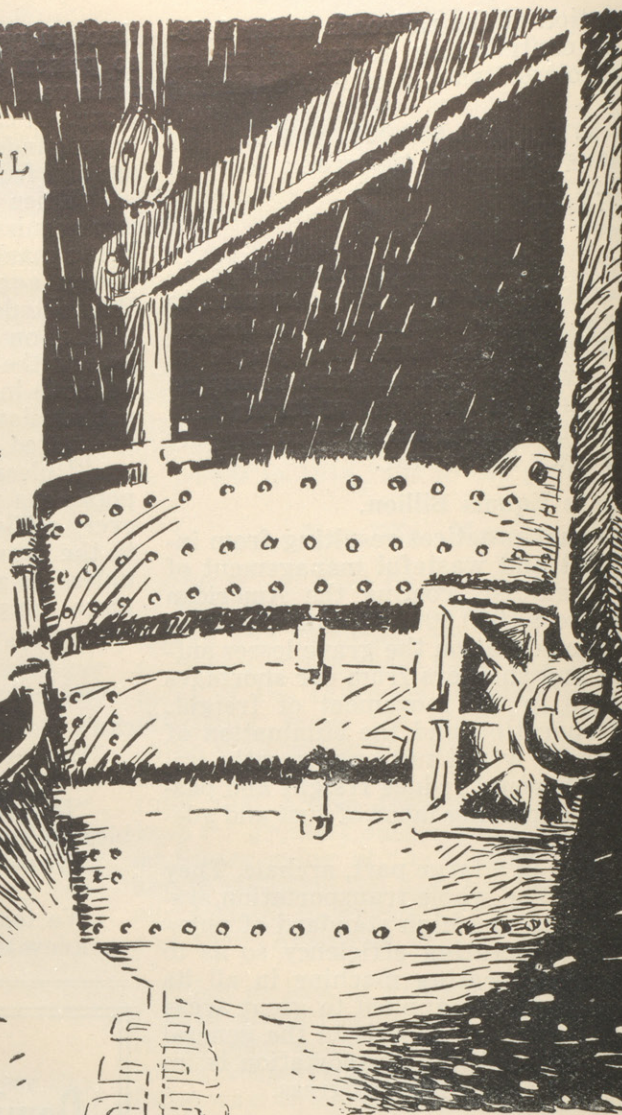
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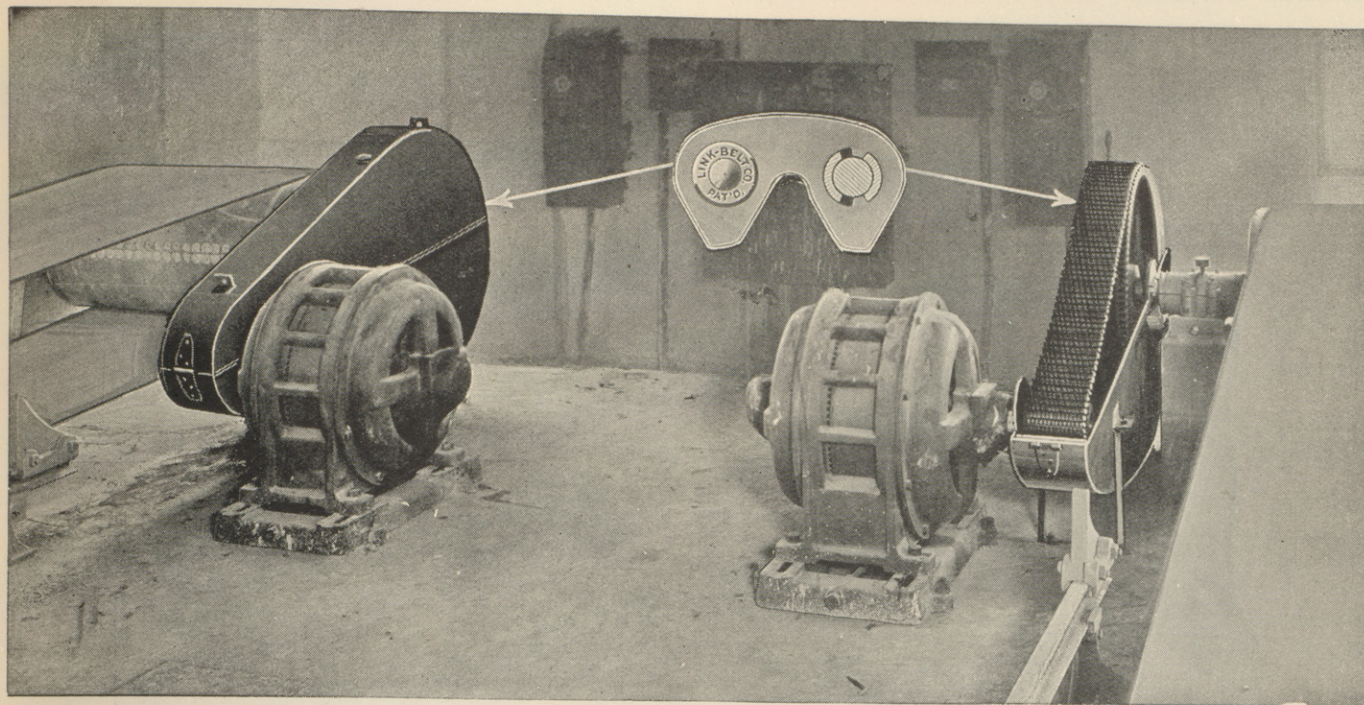
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This is another evidence of the trend towards efficient methods of power transmission in grain elevators.

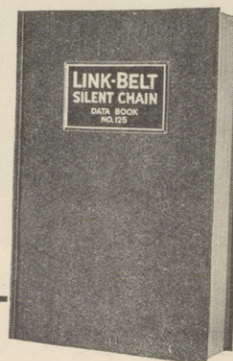
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Another Canadian Railroad Record



1 Unloading new rail from a flat car. 2 A Canadian Pacific work train. 3 Placing a new rail unit. 4 Throwing the old rail to the outside of the track. Note how the wheels are edging the old metal over the new.

Although Canada owes its prosperity, and even its national life to the Railroads which stretch across the Dominion and send feeders north and south into its rich agricultural and mining countries, the Railroad history of the country does not yet cover fifty years. In their short existence, however, Canadian Railways have progressed, and been so forced to meet the increasing demands and requirements of the country that their development has been extraordinarily rapid. Not only were the engineers employed by the Canadian Pacific compelled to press the laying of steel to the Pacific at a pace hitherto unknown, regardless of the many difficulties and obstacles which they encountered both on the plains and in the Rockies which were once thought impassable, but competition with other lines and the demand of the travelling public for service, comfort and convenience has stimulated the activities of the operating departments to such an extent that in the matter of equipment and service railroads in this Dominion are not surpassed on the continent.

Experiences gained in "construction days" were not lost, nor has the standard of efficiency which signalized the Canadian engineer been lowered, and today Canadians claim to be the world's leaders in railway construction maintenance and operation.

Using unusual and effective methods, the Canadian Pacific recently laid over 100 miles of 100 pound rail at the rate of a mile or more an hour securing total daily mileages up to 10 miles and over and thus establishing another record. This while the road was under heavy

traffic. First came the train with the new rail. By means of special handling appliances the rails were distributed along the track, outside the old steel. Following the distribution of the new steel, the rails were picked up by a special gang, set up end to end, and bolted into two rail units. Next, the inside spikes were pulled by a gang detailed off for this work, and the old rails were pushed in towards the centre of the track. The new rail was then lifted into place and spiked down against the shoulder of the old tie plates before being bolted into one continuous stretch. This ensured that the alignment and surface of the track remained undisturbed. The new tie plates were inserted later.

Perhaps the most interesting operation was the moving of the old rail to the outside of the track where it could be picked up by the salvage train. The discarded steel was not unbolted, being one continuous piece, sometimes half a mile in length. The end of this rail was thrown outside the new track and as a heavily weighted truck was pushed slowly by a powerful engine, so the phlanges on its foremost wheels shoved the old rail over the new to the outside of the track — a simple operation, but one which, in course of a few years saves the Company thousands of dollars. As a matter of fact, this system of re-laying track, practised first by the Canadian Pacific on the Megantic Subdivision, has attracted the attention of railroad officials all over the continent, many of whom have sent representatives from as far away as Texas to secure first hand knowledge of it and the special unloading equipment used.

IN LIGHTER VEIN

Prof.—I will have to give you a zero this semester.

Stude.—Well, that means nothing in my young life.



"Who's goin' to win the big fight to-night, guv'nor?"

"Well—er—my friends tell me the Basher will."

"Oh, do they? Care to argue about it?"

We frequently hear about the discovery of new diseases, but probably they were all endured by our forefathers under other names. Appendicitis is a case in point. It is said by modern medical experts to have caused the death of Henry I., but was incorrectly diagnosed at the time as a surfeit of lampreys.

Influenza is often mentioned as having never been known in the British Empire until about thirty years ago. There is ample evidence to the contrary, for which a passage may be quoted from the eighteenth century diary discovered a few years ago at Kingston-on-Thames, England. "I was seized with a violent fever and cold November 4th, 1775, about three o'clock in the morning. Laid in bed till half-past one o'clock Sunday. Remained ill some time. The name of the disorder was called influenzi."

The teacher had been telling the class about the way in which Alexander the Great had conquered the world, going from one country to another until at last there was nothing more for him to look forward to. She related how, after he had conquered India, instead of giving a great feast to celebrate his victories, he sat down and wept very bitterly.

"Now, children," she asked, "why do you think Alexander wept?"

Bobby was in the back row and up went his hand.

"Yes, Bobby," said the teacher, beaming.

"Please, Miss, came the eager reply, "because he didn't know the way back."

Scringe was well known at the City restaurant for being the meanest man who had ever eaten a meal there. He never by any chance left a tip for the waiter, and added to that he always expected to receive more consideration than any other customer.

On one occasion he was getting ready to go when he dropped a quarter on the floor.

"Waiter," he said, as he paid his bill, "I've just dropped two quarters on the floor. Find them for me, will you?"

The waiter searched under the table, and shortly afterwards got up and handed Scringe a single coin.

"I've found one of them, sir," he said.

"Thanks!" said Scringe, as he pocketed the coin and made for the door. "When you find the other keep it for yourself—a tip, you know."

Among the strange birds, beasts and fish discovered in Brazil are vampire bats, flat fish with a poison spike in their tails, and vultures which make noises very like dogs barking.

Motorist—I ran across a friend of yours last week.

Friend—Hurt him much?

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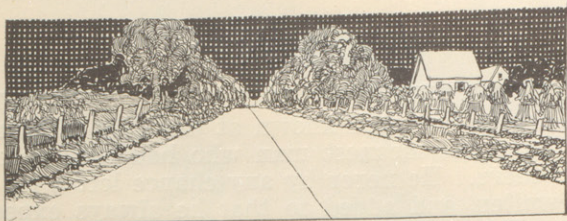
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The country's requirements call for an even greater speeding up of Canada's modern road building programme in order to cope successfully with present day traffic.

Concrete highways are permanent. They reduce upkeep costs to a minimum and thus lessen the taxpayer's burden. Experience has shown that Concrete roads are most economical in the long run. Concrete highways lower haulage costs, thus benefitting both farmer and consumer. The even surface invites tourist trade and contributes to the comfort of every user.

Faced as we are with the need of providing roads capable of withstanding the increased strain of modern traffic, we surely must recognize that road economy calls for the adoption of that higher type of paving which concrete makes possible.

"It's the little they cost to maintain that makes concrete pavements economical."

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An Outstanding Example of a Pension and Benefit Plan

PENSION and Benefit plans have been put into operation by some Canadian corporations and are of varying advantage to the employees.

One of the most interesting projects of this kind is the Pension and Benefit Plan inaugurated by the Bell Telephone Company of Canada.

The only condition of participation in the Bell Company's plan is continuous service, no contribution of any kind being required from the employee. As soon as he (or she) has worked for the Company continuously for two years the provisions apply, and as the period of service grows the scale of benefits increases.

In the matter of sickness disability, for instance, there is a sliding scale. Employees with two years' service who are unfortunate enough to be unable to work on account of illness, receive four weeks' full pay and nine weeks' half pay; and the amount of full and half pay increases with length of service until an employee, whose term of employment is ten years or more, will receive full pay for thirteen weeks and half pay for thirty-nine weeks.

The plan includes a pension equal to one per cent of the average pay for the last ten years of service, multiplied by the total years of service, and this pension may be enjoyed at the age of sixty by any employee whose term of employment has been twenty years or more.

The Company also pays a death benefit in certain cases where an employee has left a wholly dependent relative.

An indirect benefit has also accrued to the employees through the Company's supervision of health conditions, and there are already evidences that the general health of the staff has been improved owing to the insistence of the benefit fund committee that in all cases of illness proper adequate means must be taken to effect a permanent cure, and that no employee shall return to work until he has thoroughly convalesced.

From the inauguration of the plan on July 1st, 1917, to December 31st, 1922, the Bell Company has paid out to its workers for Sickness Benefits \$736,156; for Death Benefits, \$97,050; for Accident Benefits, \$93,206; Pensions, \$52,572. In all for the five years and six months, over one million dollars have been disbursed.

As the Annual Report of the Company for 1923 points out, there are now 52 persons on the pension roll, and the cumulative liability upon it has moved the Executive to increase the fund to \$722,752.00.

"What is the secret of success?" asked the Sphinx. "Push," said the electric bell. "Take pains," said the window. "Always keep cool," said the ice. "Be up to date," said the calendar. "Never lose your head," said the barrel. "Make light of everything," said the fire. "Do a driving business," said the hammer. "Aspire to greater things," said the nutmeg. "Find a good thing and stick to it," said the glue.

Newly-Promoted Police Sergeant (trying to make an impression): We don't get these stripes for 'angling about street corners, you know.

Cook—No, sergeant; if you did you'd look like a zebra now!"



H. H. WARD
Deputy Minister of Labor.

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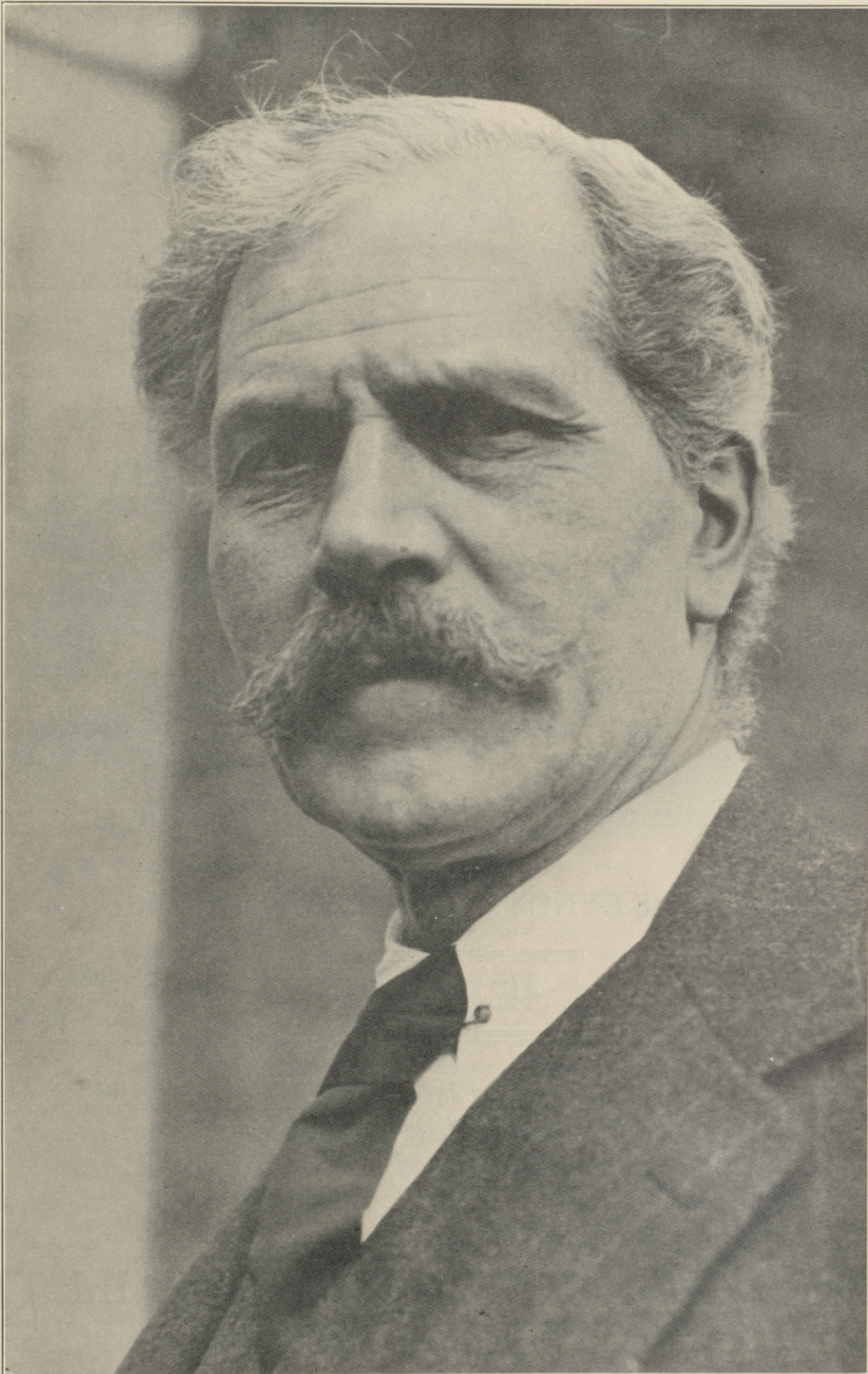
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Where Ramsay MacDonald Was Born



The humble cottage at Lossiemouth, Scot land, where Premier MacDonald was born.

She was very pretty, he was very ardent. And they both were young. "Ethel," he murmured, and the very intonation of his voice was a caress. "You have your father's fine, frank blue eyes." "Go on," she laughed. "Don't be silly!" She was a modern maid. "But you have, dear," he insisted. "And you have your mother's beautiful golden hair." She glanced about her in fear as she laid her fair hand upon his lips. "S-sh!" she whispered. "Don't speak so loud, Jack. She doesn't know I'm wearing it!"

"Why do you always drink China tea now?"

"Oh, my dear, I find it improves my Mah-Jongg playing so much."

Lawyer—If you expect to be acquitted, your wife will have to weep a little during the trial.

The Accused—That's easy. Just tell her I'm going to be acquitted.

Gordon—Jim'sh goina Europe.

Jin—Shasho. Wha-sa dope?

Gordon—He'sh shailin on shixsha Deshember.

Jin—Sha damfine boat. Wen' over on 'er las' shummer!

Scientists predict that the dominion of men is on the wane, and that in time women will be the ruling sex.

After living for more than thirty years in a pencil box a beetle grub recently died at the Natural History Museum, London.

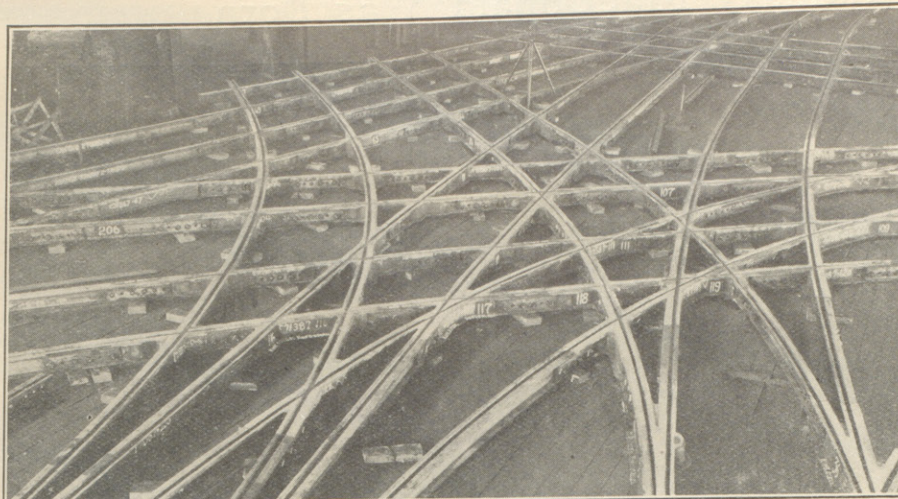
A hermit, aged eighty-five, who has lived for fifty years in a cave in the Vosges Mountains, France, has been forced by the cold to leave his retreat.

In one street in North Kensington, London, which contains 140 houses, 2,500 people live. This is an average of about 17 persons for each house.

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The illustration shows part of a street railway intersection, designed and built by us for a Canadian city. It joins up five double-tracked streets, and is the largest of its kind in the Dominion. Its weight is 133 tons, half of which is manganese-steel. There are 18 switches and 429 joints, and the total length in single track is 2,252 ft. Its foundation required 458 tons of crushed stone.

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Labor Premier's Present Home



The present home of Ramsay MacDonald, "The Hillocks," at his birthplace, Lossiemouth, Scotland

Canada has now more than 100,000 radio users, and the manufacturers of wireless appliances in the Dominion is becoming quite a profitable industry.

Douglas Fairbanks, Mary Pickford and Charlie Chaplin are said to be insured for \$1,250,000 each.

Golf is becoming popular with the rank and file of the British Army. Soldiers are now allowed to wear fatigue dress when playing.

Aeroplanes were recently successful in collecting taxes from a tribe in Mesopotamia who had refused to pay.

In Epping Forest, England, there are 144 cricket pitches, 244 football grounds, and 139 tennis courts for the use of the public. Epping Forest is maintained by the City of London.

In a bedroom built of glass at Guy's Hospital, London, patients have been kept hermetically sealed up for five days in an atmosphere containing double the usual quantity of oxygen.

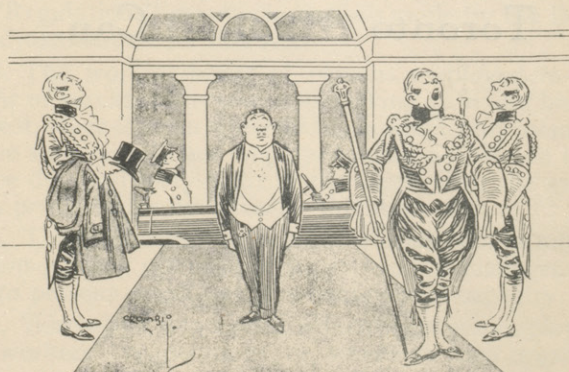
Domestic: "I hear you need a cook, ma'am."
Lady of the House: "I have engaged one to-day, thank you."—"Very well—I'll call back to-morrow!"

Modern Girl: "I can't quite make up my mind about Dollie. There's something queer about her."
Second ditto: "I'll tell you what it is. She has an effeminate streak."

"Do you know that joke about crude oil?"
"I heard it wasn't refined; but go ahead and tell it, anyway."

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B—Everything.

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—Drawn by Chas. Crombie for The Passing Show.

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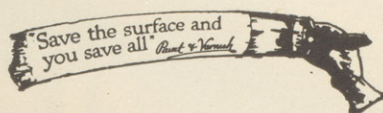
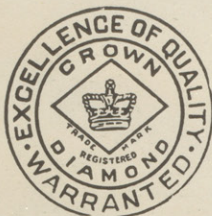
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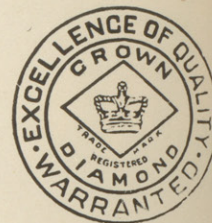


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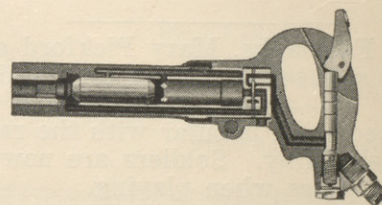
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Eight-Hour Day Law in This Country

By R. P. PETTIPIECE

THOSE acquainted with the Organized Labor Movement in Canada will remember that, more than twenty years ago, an eight-hour day law for the metalliferous mining industry was enacted by the British Columbia Government. They will remember, too, the big strike which was precipitated as a result of the legislation. The mine owners refused to enforce the law; the miners undertook to do so and were locked out. But the eight-hour day prevailed. Later, with the advent of Labor representation in the Legislature—only three members—came the eight-hour day for the smelting industry, and the first real attempt to enact a Coal Mines Regulation Act, providing also for a bank-to-bank eight-hour day.

The building trades throughout British Columbia have long since established a forty-four-hour week, the printers of Vancouver early leading the procession with a seven-and-a-half-hour work day.

The outstanding exception then became the timber industry. In the woods a ten-hour day was the rule, while in the mills, where Orientals predominate, an even longer workday obtains.

Dating back to the existence of the B.C. Federation of Labor, later through the Trades and Labor Congress Provincial Executive, aided by two live Labor representatives in the Legislature and assisted by other members, the introduction of a general eight-hour bill each session became a "hardy annual."

So much pressure was brought to bear, from within and without the assembly, that Attorney-General A. M. Manson appropriated the measure as a government bill, and at the December, 1923, Session of the Legislature, it became law, though not as submitted by Organized Labor.

There are several shortcomings. The Act does not become effective until January, 1925; but, at least, the fundamental principle of an eight-hour work day has been established.

As will be noted in Section 8, the administration of the Act will be in the hands of a "Board of Adjustment" of three members, with the Deputy Minister of Labor (at present D. J. McNinen, a printer) as Chairman.

In response to representations made by Mr. Harry Melands, Labor M.L.A., South Vancouver, and Mr. Sam Guthrie, Labor M.L.A., Ladysmith, the Attorney-General assured them that Labor would be directly represented on the administration board, though no intimation was given as to how the selection would be made.

However, let the Act speak for itself:

His Majesty, by and with the advice and consent of the Legislative Assembly of the Province of British Columbia, enacts as follows:

1. This Act may be cited as the "Hours of Work Act, 1923."

2. In this Act, unless the context otherwise requires:

"Employed" means in receipt of a wage or salary as compensation for work performed for an employer:

"Employer" means a person directly or indirectly responsible for the payment of the wage or salary of a person employed in any industrial undertaking:

"Industrial undertaking" includes:

(a) Mines, quarries, and other works for the extraction of minerals from the earth:

(b) Industries in which articles are manufactured, altered, cleaned, repaired, ornamented, finished, adapted for sale, broken up or demolished, or in which materials are transformed; including ship-building and the generation, transformation, and transmission of electricity or motive power of any kind and logging operations:

(c) Construction, reconstruction, maintenance, repair, alteration, or demolition of any building, railway, tramway, harbor, dock, pier, canal, inland waterway, road, tunnel, bridge, viaduct, sewer, drain, well, telegraphic or telephonic installation, electrical undertaking, gaswork, waterwork, or other work of construction, as well



R. P. PETTIPIECE

Vice-President, Trades and Labor Congress of Canada.

as the preparation for or laying the foundations of any such work or structure;

but the term "industrial undertaking" shall not include any branch of the agricultural, horticultural, or dairying industry:

"Regulations" means regulations made by the Board of Adjustment under this Act.

3. The working-hours of persons employed in any public or private industrial undertaking or in any branch thereof, other than an undertaking in which only members of the same family are employed, shall not exceed eight in the day and forty-eight in the week, with the exceptions provided for by or under this Act.

4. The provisions of section 3 shall not apply to persons holding positions of supervision or management, nor to persons employed in a confidential capacity.

5. Where by custom or agreement between employers' and workers' organizations, or, where no such organizations exist, between employers' and workers' representatives, the hours of work on one or more days of the week

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Prominent among the financial institutions which have played an important part in railroad financing in Canada and the United States is the National City Company, whose advertisement appears in this issue of "The Railroader."

This Company was a member of the original syndicate which recently purchased the issue of \$50,000,000 Canadian National Railway bonds guaranteed by the Dominion Government.

They have also purchased and distributed in the last three years \$32,000,000 of the premier securities of the Canadian Pacific Railway.

It is interesting to note in this connection that previous to this, the Canadian Pacific looked to the English market for the sale of their securities.

The National City Company has helped to take the mystery out of the bond business by making the purchase of high-grade bonds as simple as buying a pair of shoes or a railroad ticket.

Beginning as the bond department of one of the largest banks in the world this Company has grown,

until to-day its offices are found in over 50 leading cities. Connecting most of these offices is over 11,000 miles of private telegraph wires over which as many as 5,000 messages pass in a single day.

On account of this great chain of offices, an extensive wire service, and connections and affiliations in all parts of the world, The National City Company is in a position to obtain accurate knowledge of world markets, and of economic, political and financial conditions, all of which effect the interests of investors.

These experts are aided by an Advisory Board composed of men of broad financial and business experience. The chairman of this board, until the time of his death, was the late Lord Shaughnessy, K.C.V.O., Chairman of the Canadian Pacific Railway. He has been succeeded by Sir Charles B. Gordon, G.B.E., Vice-President of the Bank of Montreal and President of Dominion Textile Company. Four other members of the board, namely, Charles R. Hosmer, Fred W. Molson, Sir Augustus Nanton, and W. N. Tilley, K.C., are directors of the Canadian Pacific Railway.

are less than eight, the limit of eight hours may be exceeded on the remaining days of the week by agreement between such organizations or representatives; but in no case under the provisions of this section shall the daily limit of eight hours be exceeded by more than one hour, nor shall the weekly limit of forty-eight hours be exceeded.

6. The limit of hours of work prescribed in section 3 may be exceeded in case of accident, actual or threatened, or in case of urgent work to be done to machinery or plant, or in case of force majeure, or so far as may be necessary to avoid serious interference with the ordinary working of the undertaking.

7. The limit of hours of work prescribed in section 3 may also be exceeded in those processes which are required by reason of the nature of the process to be carried on continuously by a succession of shifts, subject to the condition that the working-hours shall not exceed fifty-six in the week on the average.

8. (1) For the purpose of the administration of this Act, there shall be a Board known as the "Board of Adjustment," which shall consist of three members, one of whom shall be the Deputy Minister of Labor, who shall be the Chairman of the Board, and the other members shall be appointed by and hold office during the pleasure of the Lieutenant-Governor in Council. Two members of the Board shall constitute a quorum.

(2) For the purpose of obtaining information, the Board shall have all the powers and authorities conferred by the "Public Inquiries Act" upon Commissioners appointed under that Act, and the provisions of that Act shall extend and apply, mutatis mutandis, to every inquiry held by the Board under this Act. All witnesses subpoenaed by the Board shall be paid the same witness fees and mileage as are now allowed by law to witnesses before the Supreme Court.

9. (1) For the purpose of carrying into effect the provisions of this Act according to their true intent, the Board of Adjustment, subject to the approval of the Lieutenant-Governor in Council, may make such regulations as are considered necessary or advisable.

(2) The regulations shall determine:

(a) The permanent exceptions that may be allowed in preparatory or complementary work which must necessarily be carried on outside the limits laid down for the general working of an industrial undertaking, or for certain classes of workers whose work is essentially seasonal or intermittent; and all permanent exceptions made by the Board shall forthwith be published in the Gazette, and thereupon shall have the same force and effect as if incorporated in this Act:

(b) The temporary exceptions that may be allowed so that industrial undertakings may deal with exceptional cases of pressure of work; but regulations under this subsection shall be made only after inquiry, and the Board shall fix the maximum of additional hours in each instance, and the rates of pay for overtime shall not be less than one and one-quarter times the regular rate.

(3) In exceptional cases where it is recognized that the provisions of section 3 cannot be applied, but only in such cases, agreements between workers' and employers' organizations, or between workers' and employers' representatives, concerning the daily limit of work over a longer period of time may be given the force of regulations if confirmed by the Board of Adjustment. The average number of hours' work per week over the number of weeks covered by any such agreement shall not exceed forty-eight.

(4) The regulations shall:

(a) Require every employer to notify, by means of the posting of notices in conspicuous places in the works or other suitable place, or by such other method as may be approved by the regulations, the hours at which work begins and ends, and where work is carried on by shifts, the hours at which each shift begins and ends. These hours shall be so fixed that the duration of the work shall not exceed the limits prescribed by this Act, and when so notified they shall not be changed except with such notice and in such manner as may be approved by the regulations:

(b) Require every employer to notify in the same way such rest intervals accorded during the period of work as are not reckoned as part of the working-hours:

(c) Require every employer to keep a record in the form prescribed by the regulations of all additional hours worked in pursuance of section 6 or in pursuance of any regulations made under subsection (2) of this section.

(5) Every employer who employs any person outside the hours fixed in accordance with clause (a) of subsection (4), or during the intervals fixed in accordance with clause (b) of that subsection, shall be guilty of an offence against this Act.

10. The Board of Adjustment, after inquiry held pursuant to section 8, and subject to the approval of the Lieutenant-Governor in Council, may from time to time exempt any industrial undertaking or class of industrial undertakings in whole or in part from the operation of this Act, or for such seasons or portions of the year as it may consider necessary or expedient, having regard to the nature and conditions of the industrial undertaking, the conditions of employment, and the welfare of the employees.

11. Every person who violates any provision of this Act or of the regulations shall be guilty of an offence against this Act, whether otherwise so declared or not.

12. Every person guilty of an offence against this Act shall be liable, on summary conviction, to a penalty not exceeding one thousand dollars.

13. The provisions of this Act shall not in any way limit or affect the provisions of the "Coal-mines Regulation Act," or the "Metalliferous Mines Inspection Act," or the "Labor Regulation Act."

14. In the absence of any special vote of the Legislative Assembly for the purpose of this Act, all expenses incurred in the administration of this Act for the fiscal year ending the thirty-first day of March, 1925, shall be fixed by the Lieutenant-Governor in Council, and shall be payable out of the Consolidated Revenue Fund.

15. This Act shall come into operation on the first day of January, 1925.

With the enactment of the foregoing into legislation, preceded by a tolerable Workmen's Compensation Act, the Organized Labor Movement will now strive for amendments to better legislation already on the statutes, particularly as to enforcement; and, at next session, Acts providing for health insurance and other pressing needs, will be sought.

"I say, old man, I don't just know how to take Miss Cutting's comment on my singing." "What did she say?" "She said Caruso's voice was excellent, but mine was better 'still.'"

An Irishman was leaning against a post when a funeral procession passed. "Who's dead?" asked a passer-by. "I don't know," answered the Irishman, "but I suppose it's the person in the front carriage."

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Canada at British Empire Exhibition



(1) The Canadian Pavilion with the towers of the Indian building in the background. (2) Entrance to the Canadian Pacific building
(3) Showing the progress made in the building of bridges and lakes with the Malaya Pavilion in the background.

Showing the Canadian Pavilion, at Wembley, under course of construction. As portions of the Canadian space allotment have been given over to the two great railway systems, the building which will house the Government exhibits will be somewhat smaller than those of other Dominions, but a great deal of time and money has been spent on its design and decoration, with the result that it promises to be the gem of the British Empire Exhibition. The photograph shows the progress made up to the end of December.

Inset is shown the entrance to the Canadian Pacific pavilion. This building is grouped with the Canadian Government pavilion with which it has been designed to harmonize. A massive simple entrance, two stories high,

deeply recessed with painted and coffered ceiling, richly colored doors and grilles of Canadian wood, approached by a broad flight of steps flanked on either side by a bronze moose and buffalo, is the centre of a facade enriched with decorated panels and columns. The strong color scheme of this entrance is emphasized at night by a unique lighting effect.

A visitor to the Canadian buildings will find displayed to good advantage examples of all Canadian natural and manufactured products, and agricultural exhibits which cannot but impress him with the magnitude of the resources of this Dominion and the vast opportunities which await the immigrant and settler.

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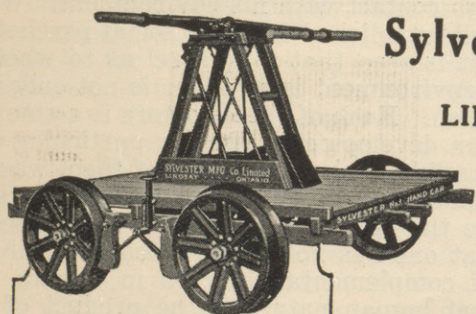
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Codes used: Western Union and A.B.C. 5th Edition
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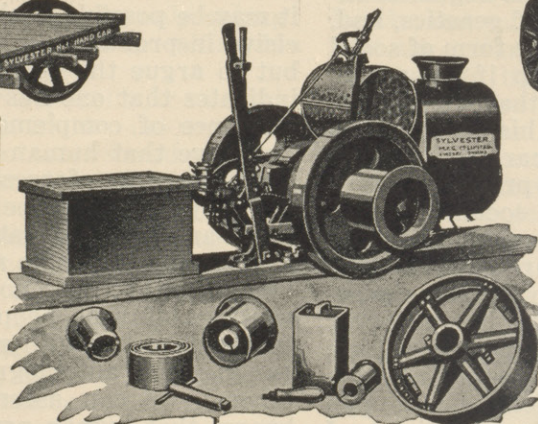
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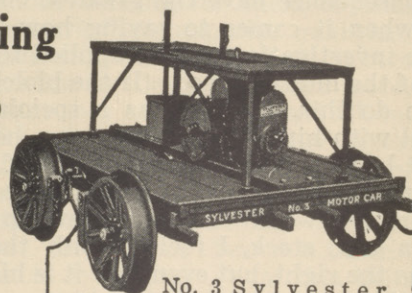
No. 1 Sylvester Standard Section Hand Car, fitted with Hyatt roller bearings or plain bearings and 20 in. pressed steel wheels.



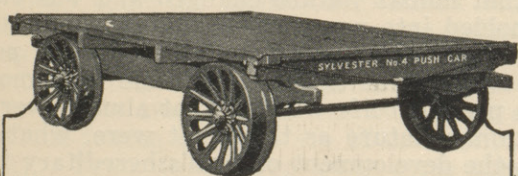
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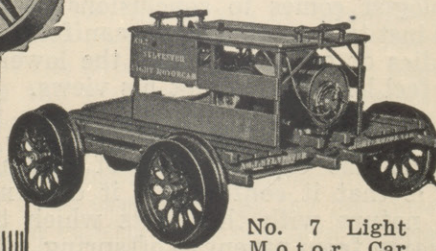
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Eugenics, as Viewed by a Sociologist

By Warren S. Thompson, Miami University.

Paper read before the eighteenth annual meeting of the American Sociological Society, Washington, D.C.

EUGENICS, according to Galton, is "the science which deals with the influences that improve the inborn or native qualities of a race, also with those that develop them to the utmost advantage." This science has of late begun to attract considerable attention and, if I mistake not, is going to attract still more in the near future. There are three chief causes of this growing interest in eugenics at the present time. The first of these is the publicity given to the facts regarding the decreasing size of the family in the upper economic class and the consequent rapid dying out of this class. The second is the insistence of the advocates of birth control that what we need in this country is a population of high quality rather than one of great numbers. The third is the publicity given to the conclusions arrived at by the intelligence testers. They now claim to be able to tell us just who is fit and who is not fit. They believe they can separate the wheat from the chaff in a very exact manner.

Because of this growing interest in eugenics it behooves us to study its tendencies carefully in order to determine whether the doctrines it expounds are worthy of the support of students of social science.

It is but natural that most of the recognized exponents of eugenics should be biologists. It is they who have made the scientific studies of heredity and as a consequence have the greatest claim to competence when it comes to saying how the results of genetic investigation can be applied to the improvement of the human breed. If the biologist were content to do this, I would, as a sociologist, have no quarrel with him. When, however, he begins to interpret history from the standpoint of genetics, and, further, when he prescribes the future form of social organization which we must develop if we are to breed a good stock, I feel not only that the sociologist has the right, but even that it is his duty to scrutinize the eugenists' policies very carefully. As a human ecologist, the sociologist is probably better fitted to pass judgment upon the social value of proposed programs of race improvement than the biologist. No human problem is purely a biological problem. Though man is subject to the same genetic laws as all the other animals, yet he can never be dealt with as merely an animal. When, therefore, the biologist comes to conclusions regarding man and his institutions which are manifestly based upon his studies of heredity among the lower animals, I do not feel bound to accept his views.

What Eugenics is Teaching.

One of the chief defects of eugenics as now taught is that it confuses, if it does not identify, human nature with the traits which the chromosomes carry from parent to offspring. The eugenist does this because of his experience as a specialized biologist (geneticist). He is accustomed to study plants and animals and has come to feel that they are relatively immune to the influence of environment save as to quantity of growth. If he wants to develop any new quality in them or to intensify any

existing quality, the only way is through selective breeding. Consequently he has come to believe that any improvement in mankind must come in the same way. He does not seem to be aware that the quality of man's civilization may change very greatly without any change in his hereditary traits taking place. Since I cannot accept the doctrine that human nature and hereditary traits are identical, I deny that all improvement in the life of mankind must be brought about by selective breeding, though I sincerely hope that as time goes by we shall learn how to use selective breeding to benefit mankind in a positive manner. At present, however, the biologist can, as a scientist, do little more than warn against certain matings, which have frequently, indeed generally, resulted in defective offspring, and encourage care in the selection of mates among those who appreciate the value of good stock.

It is not my intention to become involved in the old nature versus nurture controversy. It is now generally recognized that in its usual form this controversy is fruitless. But it is in order to call attention to the fact that social psychology has definitely shown that human nature is not to be identified with hereditary traits. Human nature, as we know it in individuals, is made up of the hereditary traits of the individual plus the development of these traits through contact with his environment. When once this well-established truth of social psychology is grasped, it is seen that to quarrel as to whether heredity or environment is stronger is not only useless, but foolish. Each of these factors is a sine qua non of human development. In any particular case it may be possible to show that one of them was decisive in producing a given act or course of action, but to argue the question in general terms merely indicates that one has not yet grasped the full significance of complementary forces in human life. To prove that human nature is the product of the complementary forces—heredity and environment—is beyond the scope of this paper, and it is unnecessary before a gathering of this kind. A little observation of people about us will convince us that human nature does not change, and if we read the writings of wise people who have been interested in human nature either in themselves or other people (e. g., good autobiographers and novelists among others) we can ascertain that they have always known that human nature changed and was rather easily molded into new forms. Many popular proverbs and saws also prove that the common people have known this as a fact from time immemorial; while in practical life we find that almost everyone treats human nature as though it were, what it is in fact—the development of man's hereditary traits in relation to a particular environment. It may seem strange, therefore, that the doctrine of the unchangeability of human nature based upon the doctrine of noninheritance of acquired characters should have taken such a hold on the avowed eugenists of our time. I believe the explanation of this lies in their intense specialization and in the fact

that some of the leaders in this field have the temperament of the propagandist rather than that of the scientist.

So much for the general position and outlook of the eugenists proper.

Bases of the Present Eugenics Vogue.

Of late, however, eugenics has acquired a group of spokesmen and spokeswomen—self-appointed, it is true—who have undertaken to point out the great dangers lying ahead of us if we do not embark upon an extensive eugenics program. People who fear race suicide, advocates of birth control, and intelligence testers have all undertaken to spread the gospel of good breeding. It is but natural that with such publicity agents and with the help of journalistically minded pseudoscientists the teachings of eugenics as they are reaching the public should take on certain unscientific, not to say jingoistic, aspects.

For many years, but for the last ten or fifteen in particular, we have frequently had our attention called to the fact that the old native stock in the older settled parts of the country, particularly the Northeast, had a much lower rate of increase than the newer immigrant stocks. This fact of a differential birth rate alone has been sufficient to make many people feel that the future of our nation is imperilled and has caused much discussion among those who are thus dying out. There is no proof as yet that it has caused them to raise larger families. (Occasionally, no doubt, it has influenced a couple to add a child or two to their contribution to Anglo-Saxon-dom).

Here, however, was a definite situation to which to apply eugenics. It was assumed that the upper economic classes, largely composed of old stock, were good stock, and, consequently, that it was dysgenic if this stock did not maintain its proportion to the whole. So far as I am aware no one has questioned the general statement that this part of our population is good stock. Their success in life has proved it conclusively to practically everyone. For the time being we will let the matter rest there, only asking: Good for what? and What is implied in calling the process dysgenic?

About the time it became generally known that the old stock was dying out in the industrialized North the advocates of birth control seemed suddenly to awaken to the situation, and they suggested that if the lower classes, as well as the upper classes, were to control the size of their families, then there would be no relative diminution of the quantity of better stock, and there was no need to fear for the future of the Nation. Every advocate of birth control is ipso facto a practical eugenist. They inevitably talk of the need for quality in population and the danger of too great numbers.

Finally come the intelligence testers and put the capsheaf on the shock of eugenic knowledge by telling us what is good stock and what is poor stock. They tell us that somewhere around 5 to 15 per cent of the people are of good native ability, and that about one-fourth of these are of distinctly superior quality. From this group must come those fit to assume leadership—those having initiative and energy and constructive imagination. They also tell us they can pick out those having different degrees of "native intelligence" ranging all the way from the feeble-minded to the genius. Furthermore, they have already gone sufficiently far in their testing to assure us that in this country nearly all of

those with superior endowments are to be found in the upper economic classes, and that they are nearly all of old Anglo-Saxon stock. They still further assure us that, given but a few minutes, an experienced tester can so accurately pigeonhole a boy or girl at the age of 12 that he can predict not only his or her future scholastic attainments, but can even prognosticate his or her life's achievements or lack of achievements.

There is a third belief gaining general acceptance, which, when taken into conjunction with those mentioned above, completes the eugenic structure in the mind of the average intelligent American reader of our better magazines. This is the belief that the processes of selection among modern civilized men are no longer natural, but have become artificial. It is believed that in time past natural selection among men was eugenic, but that today artificial selection, particularly as modified by modern charity and preventive medicine, is dysgenic. Consequently, it seems the logical thing to say that only by overcoming this dysgenic artificial selection by a eugenic artificial selection can the human stock be improved.

How the fabric of present-day eugenics is being woven out of these different elements is easy to see. First, we have a biological doctrine of determinism in heredity translated into a doctrine of social determinism by the identification of human nature with heredity. Then we have the assumption that success under our present organization of society is proof positive of the possession of the superior qualities upon which the future welfare of mankind depends. In addition it is claimed that we now have a method of examining people which enables us to pick out with almost unerring accuracy and at a very early age, without waiting for them to attain success, those who have these superior qualities. (And let us remember that in spite of all protests and qualifications made by the intelligence testers they really believe that they are testing natural, inherited qualities, not knowledge acquired from experience.) Lastly, but underlying all, we have the assumption that the natural selection of earlier ages, which is supposed to have been eugenic, has been replaced within the last century or two by an artificial selection which is dysgenic. From this belief it is natural to conclude that we must launch a positive eugenics offensive if our civilization is not to decline.

The eugenics offensive now under way, aside from the well-established facts of genetics, rests, therefore, on three main assumptions which the human ecologist has a right to challenge:

1. That human nature can be identified with hereditary traits and is therefore unchangeable.
2. That we can by means of intelligence tests and by watching their attainment of economic success pick out the superior people in our population.
3. That the processes of human selection are now artificial as contrasted with those existing previous to the last century or two which were natural. The latter were eugenic, the former dysgenic.

It is not to be expected that the pseudoscientific popularizers of eugenics would either be aware that they were making any assumption or that they would question their validity if they were so aware. But by no means all the blame for the degeneration of eugenics from a science to a propaganda, urging the blonde Nordic to be more prolific, which is now in process in this country, can be charged to these

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pseudo-scientists. A perusal of three or four of the best recent books on the subject will convince anyone that reputable biologists have contributed to this tendency, while we sociologists are by no means guiltless.

Proof of the Assumptions of Present-day Eugenics.

I have said above practically all I care to say regarding the first assumption, viz., that human nature can be identified with heredity, and the consequent belief in the unchangeability of human nature. This rests upon the failure of the enginist to understand what social attitudes are and the processes by which they are developed. Furthermore, the whole of sociology is a challenge to this assumption.

The second assumption—that we can pick out the superior people in our population without difficulty—I wish to discuss in as detailed a manner as time will permit.

Intelligence Tests.

With regard to the reliability of intelligence tests as an agency fitted to select men of superior capacities, I will set forth only two or three reasons why I have but little faith in them. In the first place, the responses needed to assure one a high rating are so obviously dependent upon acquired experience that environment is certain to affect one's rating to a marked degree. This fact seems so clear when one examines the detailed results of these tests for oneself that one can but wonder why the testers themselves persist in maintaining that they measure hereditary traits only, or "native intelligence," as they prefer to call it. It is of course true that a person who has not the inborn capacity to acquire certain information and do certain things will never benefit by experience to the same extent as another who has this capacity. This fact is of great significance in enabling the tester to pick out the mentally deficient. But I cannot accept as having much validity the fine graduations of native general intelligence attributed to normal children and young people on the basis of test scores. When one finds that almost the best scores in the army tests were made by stenographers and bookkeepers, one may surely be permitted to doubt the value of these tests to select superior ability.

Again, when it is found that there is a high degree of correlation between a high score and a good social status, plus good schooling, the testers do not seem to draw the obvious conclusion that they are in part, at least, testing the social factors in the lives of the testees, but rather they consider it proof that the native intelligence is much greater in these higher social groups. Surely it is not misrepresenting the actual situation to say that the very point at issue, the one which needs most careful proof, is thus largely assumed. A high degree of correlation between two factors is generally looked upon as presumptive evidence that there is some casual relation between them. This principle seems to be entirely ignored by many of the mental testers.

In the second place, supposing that the mental test can distinguish those people having in greater or less degree the native ability to do certain things, does it follow that what is distinguished is a fundamental hereditary difference (except in the case of those with extremely low scores) entering into all life's relations—one which will determine the indi-

vidual's future in accordance with a prognosis made by the tester by the time the child is 12 years old? If native mental ability of any sort is tested, it seems to me that it is the ability to get on in our present educational system. In other words, it is native ability of a rather highly specialized sort and not general ability or intelligence, as is usually claimed. In the army tests this fact is recognized when it is said that these tests were devised and applied to select men who could be quickly educated to perform certain given tasks. But when the general social significance of the results of these tests is discussed this fact seems to be forgotten. Most people have the impression that if the army tests are to be relied upon we have a great concentration of native intelligence in the upper economic classes of our population and a very small amount in the lower economic classes.

In the third place, an examination of the results of the army tests as set forth by the actual data do not seem to me to give any warrant to the sweeping claims made for them as tests of general ability and fitness for the leadership of civilization. In the interpretation of the results one feels that most writers have not given sufficient weight to the qualifications contained in the statistical part of the report. One is tempted to think that many of the people who have helped to give publicity to the findings of the tests have never examined these findings with any degree of care. Certainly, if they have examined them carefully they have brought to the task a bias which has prevented them from drawing the correct conclusions from them.

The sociologist is interested in human improvement and while he is unable to accept the view that human nature is unmodified, yet he is anxious to find the limits that hereditary or native qualities place upon environmental influence. Consequently, as a sociologist, I, for one, welcome the studies of the eugenicists showing where these limits are to be found. Every advance along this line is all to the good. I also welcome any method of testing human capacities which will lead to a more precise classification of men, both according to hereditary endowment and social adaptability. In improvement along this line lies our greatest opportunity to employ the human resources of society far more effectively than at present, for the benefit of all. But while I welcome every advance in eugenics and intelligence testing which will add precision to our efforts to control social processes, I do not feel we have sufficient proof for the very prevalent notion that people having high scores are the real superiors among mankind, and are the only ones fitted for the carrying on and improvement of our civilization.

Superiority of the Economically Successful.

Furthermore, with regard to the second part of the second assumption, viz., that attainment of a position in the upper economic classes is proof of superior capacity, I feel that it is only an assumption and its truth needs to be proved. Just as I believe the attainment of a high score in the intelligence tests is dependent upon the possession of certain specialized endowments, so I believe that the attainment of a position in the upper economic classes is generally dependent upon the possession of certain specialized faculties. In fact, the faculties needed for attainment are so much alike in the two cases that one is disposed to wonder whether, unconscious-

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ly, the intelligence tests have not been devised to pick out those likely to succeed in the economic competition of our existing social system. It would not be at all strange if this were the case, and it would explain certain high correlation coefficients. Besides, it would greatly encourage us to hope that sometime in the future mental tests of a different nature may be devised which will measure other kinds of ability, and even general ability, if there is such a thing.

But let us look at what their success tells us about the more salient characteristics of the members of the upper economic classes, and see if we can come to any conclusion regarding their superior fitness as carriers of civilization. What qualities do they possess and how do these qualities enable them to adapt themselves to the social process?

Mental alertness of some kind is certainly required for the attainment of membership in the upper economic classes. Not necessarily mental alertness in all respects, because many men of great economic attainments seem almost impervious to new ideas and are quite lacking in that sympathetic imagination which would enable them to understand and appreciate the situations in which other people find themselves. Furthermore, they often show a surprising inability to understand the complexity of the forces which have brought them to the front, if the interviews with them and articles by them and about them in popular periodicals are fair samples of their thinking. Surely we can not conclude that their alertness is general; it is specialized and concentrated and when coupled with tenacity of purpose, a second quality we would all grant to most of the economically successful, manifests itself in the acquirement by the individual of certain tangible goods which can be counted and valued by everyone. This second quality—tenacity of purpose—is probably not of as many varieties as is mental alertness, but whether or not it is admirable depends upon whether it serves purely individual and selfish ends or whether it serves social purposes. Many successful people show that they are thick-skinned, almost impervious to feelings and thoughts other than those of a personal and selfish nature. In such people tenacity of purpose may be directly antisocial, and its possession in a high degree, instead of marking a man as superior, may really indicate that he is so far degenerate. Many people showing the greatest tenacity of purpose are, in fact, degenerate because what was at first tenacity of purpose has become obsession. As such, therefore, tenacity of purpose does not mark a man as superior, although without much of this he will probably never succeed at anything.

Adaptability is a third quality of the successful. Again, these people show specialized adaptability. They are generally rather quick to size up a business situation and to fit themselves into it, but the situation sized up is often only a part of the whole social situation, e. g., a man may see the trend of development in his line of work before it is generally perceived and by making his adaptation early, attain a marked degree of success. But all this implies only adaptation to one small phase of life. The same man may not adapt himself politically or socially, and generally, as has been amply proven time and time again, does not adapt himself in the only way nature cares about, that is, to secure survival. The upper economic classes as a whole have shown

a great lack of ability to adapt their family life to modern social organization or what is of equal, if not greater importance, lack of ability to adapt the social order to the needs of family life. These are certainly fundamental adaptations which man must make to prove that he is fit, and the so-called superiors are the people who are failing most signally in making them. It may be true that this failure is due to certain social conditions which these people encounter, rather than to any lack of native capacity to make the adaptation, so that it shows unwillingness and perverted education rather than inability. But even if that is the case, it shows that they possess a type of mind rather easily seduced from following the instinctive tendencies calculated to secure survival, and have not yet developed the will to make a conscious adaptation which will secure it. In any event, nature says they are not fit in one fundamental respect and decrees their extinction.

To cite ambition, love of ease, love of luxury, and the desire to be unhampered in movement from place to place, as causes of very small families or childlessness, or failure to marry, may help us to understand why these classes are dying out, but these causes in no way alter the fact that they do not make certain fundamental adaptations. Nor does it in any way change the situation to recognize how the man and woman with a family are handicapped by the existing social order. It only points out some of the ways in which our social organization must be modified to remove these handicaps. In the meantime the failure to raise children and the failure to modify the social system so that families are not an unnecessary burden shows a great lack of adaptability in the upper classes, for they control the system. It seems to me, therefore, that we find ourselves in the dilemma that we must admit either that the upper classes lack the power of making the most fundamental of all adaptations, or that they are unwilling to make these adaptations, and in either case we seriously question whether they are fit to carry our civilization on to better things.

Still another way of looking at the matter is that the upper classes have not found enough of real value in life to give them the courageous faith needed by those who would like to make the world a better place for the next generation to live in. (I assume in this discussion that the failure of these classes to reproduce themselves and to add to the population is voluntary.) People who have passed beyond the stage where reproduction is entirely uncontrolled, and who yet fail to reproduce, must certainly accept the charge of lack of abiding faith in the worthwhileness of life as a whole. In effect, though probably unconsciously, they say: "We find our daily life so engrossing and strenuous, and yet so little worth while that we do not care to participate in the larger, more enduring life of the race." I can but wonder whether people who thus confess a feeble interest in the future and who are so lacking in faith in life are really so superior that the direction of civilization can be safely intrusted to them.

Nature's answer is clear. She says they are unfit. She shows clearly that she prefers the lower classes who live simply, who reproduce more or less instinctively, who do not think about the future of the race or of civilization, but who are carrying the burden of the future in the rearing of children. We may call these people brutish, we

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may say they are intellectually inferior, we may hold that they have not risen above the level of instinctive reactions, we may believe that they carry the burden of the future only because they know not how to avoid it, and because they do not yet feel it to be a burden, but they survive, and the future belongs to them. We may believe and prove to our own satisfaction that a civilization developed by such a people will be distinctly inferior to ours, but if nature prefers it because we can not, or will not, participate in the future by rearing children, we should have no fault to find with her. It simply means that we and the civilization we have developed are among those numerous experiments in which nature continually indulges and that we have failed to find sufficient of permanent value in life to make us willing and anxious to participate not only in the present but also in the future.

There is one other factor in the failure of the upper classes to adapt themselves which should be mentioned. It is the lack of philoprogenitiveness. If this lack of love of offspring is due to some hereditary defect in the make-up of successful people, no power on earth can prevent their extinction. For this simply means that one of the prime essentials for securing survival is lacking among the intelligent people in the upper classes. Naturally they will die out. If, on the other hand, the lack of offspring is due merely to wrong social training, which gives to ambition objects inconsistent with raising a fair-sized family, the remedy lies in so changing the social system that other objectives, not inconsistent with a healthy family life, will come to the fore. It seems to me the upper classes feel, unconsciously perhaps, that our present social order is not worth preserving, and not knowing how or unwilling to alter it radically so that there will be a place in it for family and children, they supinely await extinction. We face the necessity of deciding whether people who either do not possess a strong philoprogenitive tendency or who smother it to attain immediately selfish ends inconsistent with family life or who are unwilling to exert themselves to bring about fundamental changes in their social order, which they so largely control, are superior stock. In the face of these considerations, I do not believe we can blithely assume the superiority of the upper classes as a whole and base a sound eugenic program on this assumption.

Natural Selection, Past and Present.

The third assumption in the present eugenic offensive must be scrutinized in passing. It is the assumption that in ages past natural selection was eugenic, but that to-day, i.e., for perhaps a century in a few of the more advanced nations, natural selection has become less and less operative until now it is replaced entirely by artificial selection, which is dysgenic. The chief basis of support for this argument is the fact that modern medicine and charity, both public and private, operate to keep alive and allow to propagate a class of inferior people who would have died under the more rigorous conditions of life existing in ages past. There is some truth in this contention, but we cannot fully accept the conclusions usually drawn. Modern medicine and charity do preserve many unfit, but this does not prove either that natural selection has ceased to operate or that it was eugenic in ages past.

In the first place, ever since man developed his first folkway, selection of human stock for survival has been more or less controlled. It is probably but little more controlled to-day than it was in ancient Greece. In Sparta a definite eugenics program was put into effect, and so far as history shows, it did not produce any very lasting or admirable results. The constant wars of the past were probably even more disastrous to the upper classes than the World War was. Such institutions as the Inquisition and a celibate priesthood, and such great movements as the earlier crusades were all dysgenic as we understand that term. But all the while the type of people most fitted to survive under the existing social order have gone on propagating and we are their descendants. I can see no good reason to believe that the selection of to-day is less natural than it was 2,000 years ago. It is probably somewhat less rigorous because of modern medicine and charity, but if the lower classes, and particularly the defective, benefit most from modern charity, the upper classes benefit most from modern medicine, and probably the unfit thus kept alive do not materially change the relative proportions surviving in these different classes. It is the differential birth rate which changes these proportions, as any one can readily see who studies mortality and natality tables.

People who wish to play so prominent a part in the affairs of their day that they do not find time for family and children, who are unwilling to partake of the struggles and hardships of the common lot, are doomed to extinction. Those who can make the combination of satisfying their ambition and raising a fair-sized family will survive, and though civilization may change under their guidance, I do not see why we should be exercised for fear that it will not be Anglo-Saxon, or Teutonic, or Gallic, as the case may be. If we do not have children it will not affect us or ours, that the present social order which we call western civilization will have perished. The people who do survive and carry on will probably develop a civilization which will suit them better than ours. If it is so organized that it has a place for the family and if it rests upon those virtues growing out of the intimacies of family and communal life, it will probably displace ours and survive much longer than ours has and thereby prove its fitness.

Are the Superior in Intellect Also the Superior in Social Value?

I have given above several reasons why I consider the present criteria by which it is thought superior stock can be selected are defective and inadequate. There is one other question I should like to raise because it seems to me that our attitude toward present eugenic programs will be very greatly affected by the answer we make to it. Supposing, for the sake of argument, that we can pick out the people of superior intellectual endowments with a fair degree of accuracy, are these people really those best fitted to develop a high type of civilization? Certainly most of us would not admit that the leaders in industry and commerce produced since the rise of modern industrialism are fitted to guide the destinies of the human race, nor would we admit that the professional classes, who are their satellites, are much better fitted to assume this hegemony. Whence comes, then, this great emphasis upon need of propagating from the intellectually

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superior classes? Does a faith in the beneficence of science necessarily imply a belief that the best possible civilization can be developed by giving predominance to the intellectually superior? Personally, I do not believe that it does.

It may be that the intellectually superior are the vicarious sacrifice offered up by mankind in return for the benefits derived from their work. This is a very conceited or very charitable way of looking at the matter, depending upon the viewpoint of the observer—whether he is stationed within or without this class. In trying to take a long-time view of the processes of population growth it seems to me that a predominance of the intellectual in men and women to-day is generally leading to such abnormal modes of living and to such selfishness that this class has comparatively little to contribute to the spiritual enrichment of human life. This very intellectual development seems to act as an insulating medium which shuts them off from the currents of life throbbing through the masses of mankind. As a consequence they do not really contribute anything to the spiritual life of the people whom they are supposed to be leading. They are not real leaders, and when the history of our times is written from the proper perspective these classes may be looked upon as a fungous growth upon our social order. Only here and there will there be an individual standing out as a beacon light on the pathway leading towards the spiritual emancipation of the common people, and such an individual will not be one hailed as a leader of these (i. e., the upper economic) classes to-day. He will be one who has voiced aspirations for mankind not usually associated with the man described as a "captain of industry," a "go-getter," an "efficiency expert," a great "legal light," a "master intellect," a "financial Napoleon," etc., to which titles most of the supposedly superior now seem to aspire.

If time permitted I should like to present for your consideration some of the facts which lead me to think that the intellectually superior have as a general thing been so seduced from natural modes of living and have so insulated themselves from the common stream of human thoughts and sentiments that they are not fit spiritual leaders of mankind. But I can only stop to say that it seems to me history teaches this and observation of present-day social processes confirms it. Whether this need be the case in a society becoming self-conscious is another matter.

A Rational Eugenics Program.

You may be wondering whether one who inclines to the views set forth above can have any rational eugenics program; whether this is not a counsel of fatalism or at least of *laissez faire*. It is not. It merely represents an effort to put certain processes of present-day population growth into a perspective where we shall see them at their true value, and where we may the better detect their tendencies. It is a counsel to study these tendencies without bias so that we may the better direct them.

Practically a two-fold program for the improvement of the quality of population is thoroughly consistent with the position taken in what precedes.

(1) We should, as the eugenists have so repeatedly urged, make arrangements to eliminate those who

have been proved defective. No more need be said on this phase of the matter.

(2) We should so change our present social order that the raising of a fair-sized family by the members of all other (i. e., other than the defective) classes of the population will not be penalized as at present and so that good opportunities will be given all children to develop their natural capacities. As for those supposedly intelligent people who will not respond to these changes by raising families (notice I say will not, not can not), I feel that they thereby acknowledge their unfitness to participate in the only kind of civilization which can have any degree of stability, viz., one based upon the family, and therefore, they are but little worth to mankind. Consequently, I do not view their sterility with any concern.

I can not take time to specify in any detail the changes which our social order must undergo to remove the penalties attached to raising a family. I will, however, mention a few changes which seem to me of fundamental importance. For one thing, the whole mode of living in our large cities must be profoundly changed. Perhaps the large city will have to be made over entirely to find a place for the family in its organization; perhaps it will have to be destroyed. Man was never made for modern city life, and unless he shows sufficient ingenuity to adapt cities to his needs he must get rid of them or succumb to them.

For a second thing, the whole system of remuneration for work must be overhauled. Such slogans as "equal pay for equal work" are absurd, if we are to have real homes. The value of children to society must be recognized by more than mothers' pensions. Besides, in the upper classes, the age at which a fair income is attainable must be sufficiently low to make it available when it is most needed for the raising of a family.

In the third place, industry, which is now run entirely on an individual efficiency basis, with its sole aim quantity production, must devise some way to maintain high production without making it necessary to shatter family life. It seems questionable whether a social order based upon the individual as the unit of its organization can survive for any length of time, and modern industry is chiefly responsible for this being the case to-day.

In the fourth place, the entire training of women must be greatly changed—especially beginning with the high school. The training of men is bad enough, but to give women the same training, as is now generally done, is the height of absurdity. If men and women had been intended to function alike nature would have made them alike. We must seriously undertake the task of remodeling the school training of girls and women in order to focus the centre of their interests where it must naturally remain—in the home.

In the fifth place, our entire system of providing opportunity for the development of the natural capacities of all children will have to be overhauled and greatly altered and extended. It is but an indifferent selective agency at the present time. When these and such other social changes are made as are generally agreed to be necessary to give us a more sane outlook upon the essentials of life, and when the control of propagation of the distinctly inferior is in hand, eugenics will have done all it can. Those of us who have a faith in our social order deep

(Continued on page 79)

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(Continued from page 77)

enough to make us willing to give hostages to it will partake of the future; the rest of us will die out, and surely it is colossal conceit to suppose that the world suffers great loss in our doing so. If we have not sufficient moral strength to live up to what our intelligence tells us is necessary for participation in the future, we probably should not leave children better equipped than we are to contribute to the social processes and so we shall never be missed. The future belongs to those who are willing to participate in it through their children. Nature seems to have no preference as to where the children shall come from; if we have, we must show the courage of our convictions both in raising families and by changing the social order so that those who are really fit to carry on will have the better chance.

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Schoolteacher: "What animal has the greatest fondness for man?" Pupil: "Woman."

Teacher: "What is a hypocrite, Mary?" Mary: "A girl what goes to school with a smile on her face."

"I think that must be a watch-dog," said little Harry, "for his tail begins to tick as soon as I speak to him."

"What a good job it was a doctor's motor that ran over him." "Yus, that's Bill Johnson all over. 'E always is lucky."

(Inquisitive person to stammerer)—Did you go to a school for your stammering?

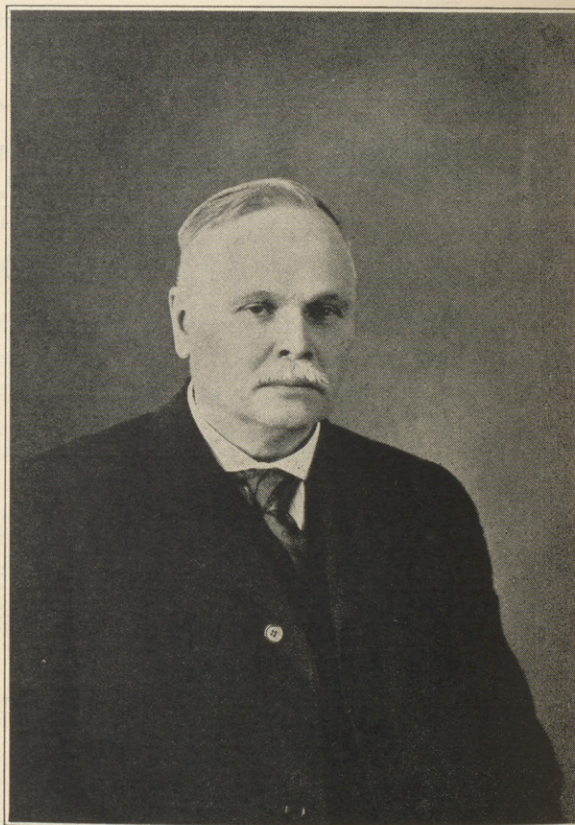
Stammerer—N-no, I-I p-picked it up m-myself.

Jack: Father, one of the boys in my class said I looked like you. Father: What did you say? Jack: 'Nothing'. He's a lot bigger than me.

Victim: What did you say this was? Waiter: Spring lamb. I believe you, I've been chewing on one of the springs for an hour.

Miss Olde Bird: I'll bet you anything you like that I never marry. He: I'll take you.

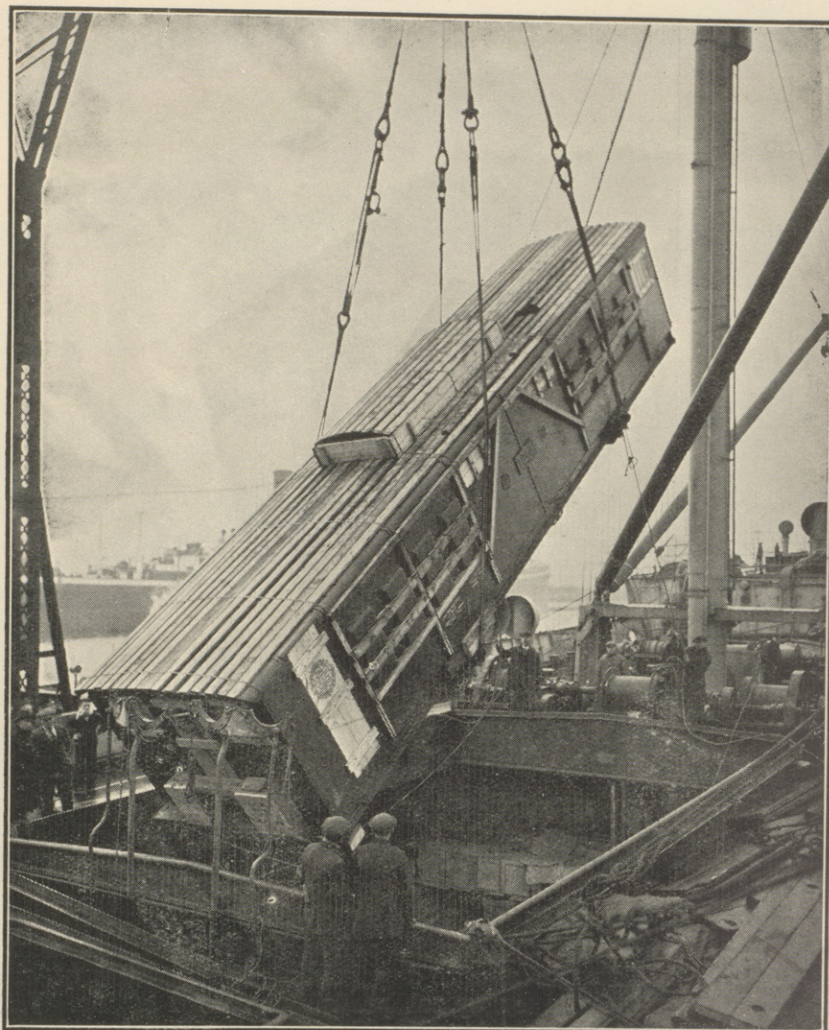
Will you really! Then I won't bet, after all.



HAD LONG CAREER

The late James Manson, Assistant to the Vice-president of the Canadian Pacific Railway, whose death occurred recently. Mr. Manson was in the employ of the company for nearly 40 years.

MAIN LINE ELECTRIFICATION



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Given Responsible Position



Starting as a clerk, 22 years ago, in the office of the Superintendent of the Canadian Pacific Railway, in Toronto, and to-day holding the position of assistant to the Vice-President of the same huge organization, is the record of Mr. W. M. Neal, who has just been appointed as assistant to Mr. Grant Hall, Vice-President, in succession to the late Mr. James Manson.

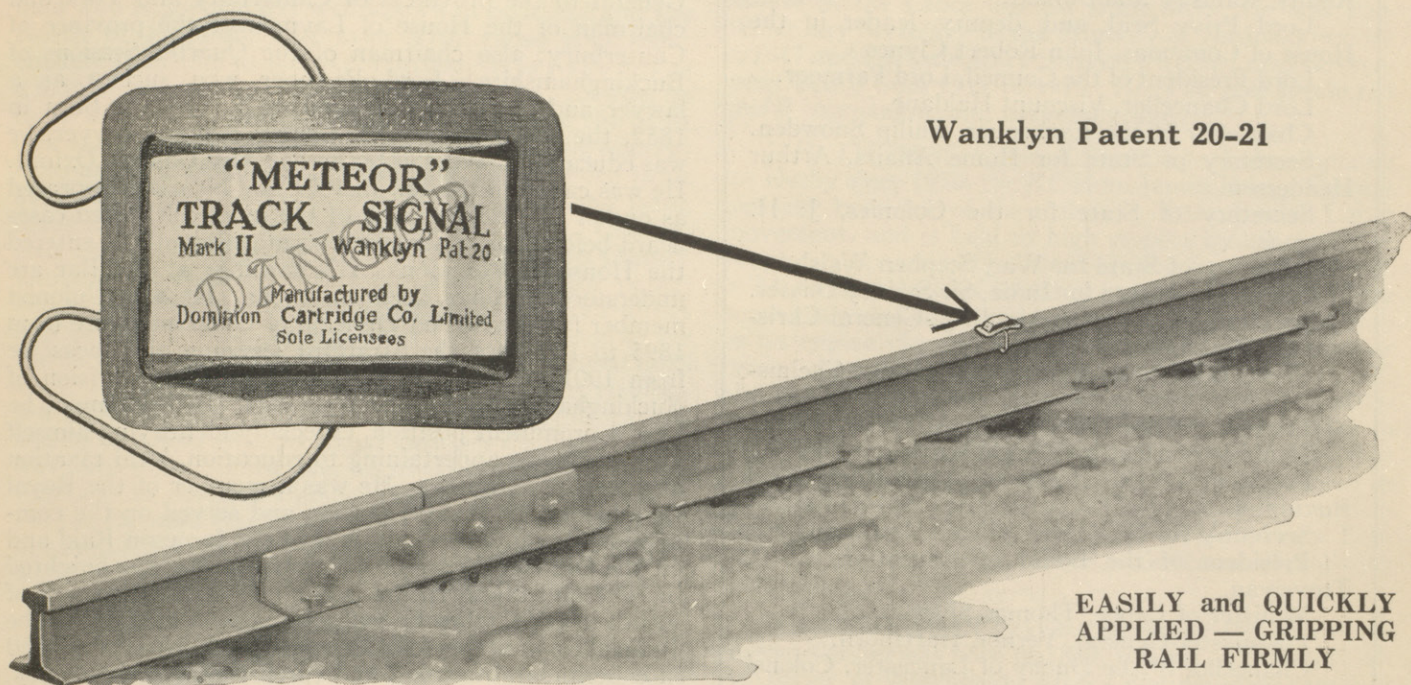
Three months after securing the post of clerk in the superintendent's office in Toronto, in 1902, Mr. Neal was transferred to the office of the General Superintendent in that city, where he remained until September, 1904, when he became stenographer and clerk in the office of the Superintendent of Transportation in Winnipeg.

Four years later this ambitious young man was appointed Chief Clerk in the office of the Superintendent at Souris, Manitoba, and in March of that year returned to Winnipeg to become clerk in the General Superintendent's office. In January, 1910, he assumed the position of Chief Clerk of the car service department in Winnipeg. In May, 1915, he was transferred to Montreal, where he filled the same position.

Mr. Neal was appointed Car Service Agent of the Eastern Division with offices at Montreal, in January, 1916, and in June of the same year became Assistant Superintendent of Montreal terminals while in November he was made Acting Superintendent of the car service department in that city. Appointed General Secretary of the Canadian Railway Association, National Defence, on October 23, 1917, he accomplished notable work in that capacity during the latter years of the war.

In February, 1920, he was appointed as Assistant General Superintendent at Montreal and in April of that year, undertook an equivalent position in Toronto. Since July, 1922, Mr. Neal has occupied the post of General Superintendent for the Algoma division, with headquarters at North Bay. This position he has vacated to become Assistant to the Vice-President in Montreal.

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No "dangerous" debris was projected at the trials, and the results were superior to those obtained with any other torpedo tested.

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Brief Biographies of Members of New Ministry

PERSONNEL OF LABOR CABINET

The new British Labor Cabinet has been officially announced as follows:

Premier and Secretary of State for Foreign Affairs, Ramsay MacDonald.

Lord Privy Seal and deputy leader in the House of Commons, John Robert Clynes.

Lord President of the Council, Lord Parmoor.

Lord Chancellor, Viscount Haldane.

Chancellor of the Exchequer, Philip Snowden.

Secretary of State for Home Affairs, Arthur Henderson.

Secretary of State for the Colonies, J. H. Thomas.

Secretary of State for War, Stephen Walsh.

Secretary of State for India, Sir Sydney Olivier.

Secretary of State for Air, Brig.-General Christopher Thomson.

First Lord of the Admiralty, Viscount Chelmsford.

President of the Board of Trade, Sidney Webb.

Minister of Health, John Wheatley.

President of the Board of Agriculture, Noel Buxton.

Secretary for Scotland, William Adamson.

President of the Board of Education, C. P. Trevelyan.

Minister of Labor, Thomas Shaw.

Postmaster-General, Vernon Hartshorn.

Chancellor of the Duchy of Lancaster, Colonel Josiah Wedgwood.

Commissioner of Works, F. W. Jowett.

Attorney-General, Patrick Hastings, K.C.

Miss Margaret Bondfield was given a non-Cabinet appointment, as Parliamentary Secretary to the Labor Ministry.

J. R. CLYNES, Lord Privy Seal and Deputy Leader of the Commons—The son of an Irish cotton operative, John Robert Clynes, was born at Oldham, in Yorkshire, in 1869. He spent a few years at a public elementary school and began work in an Oldham cotton factory. When quite a youth he took an active interest in local politics, especially the administration of factory laws. He organized the Gas Workers' and General Laborers' Union, became a member of the local town council and later a J.P. for Oldham. In 1906 he dismayed the Tories of North-East Manchester by capturing the hitherto impregnable seat held for over twenty years by Sir James Ferguson. Since 1918 he has represented the Patting Division of Manchester. He became Parliamentary Secretary to the Ministry of Food in 1917, and in 1918 was created a Privy Councillor. In July of that year he succeeded Lord Rhondda as Food Controller, and until the close of the war filled that office with conspicuous ability. He also played an important part in the affairs of the Allied Food Council. In 1919 he received the degree of D.C.L. from Oxford University and Durham University. For some years past Mr. Clynes has been president of the National Union of General Workers and chairman of the Executive Council. In 1921 he was elected chairman of the Parliamentary Labor party and

served until the close of 1922. He has a remarkable faculty for mastering details and his intellect is considered to be one of the keenest in the world of Labor politics.

LORD PARMOOR, Lord President of the Council—A man of immense experience in political, ecclesiastical and educational matters, Lord Parmoor has been Vicar-General to the provinces of Canterbury and York and chairman of the House of Laymen of the province of Canterbury; also chairman of the Quarter Sessions of Buckinghamshire. Lord Parmoor won success as a lawyer and in politics as Charles A. Cripps. Born in 1852, the son of Henry W. Cripps, a noted lawyer, he was educated at Winchester and at New College, Oxford. He was called to the Bar in 1877 and his name appeared as one of the leaders in all of the more celebrated cases heard before Parliamentary Committees until he entered the House of Commons. His earnings at the Bar are understood to have been enormous. He was Unionist member for the Stroud Division of Gloucestershire from 1895 to 1900; for the Stratford Division of Lancashire from 1901 to 1906, and for the Wycombe Division of Buckinghamshire from 1910 to 1914. In Parliament he took a prominent position, especially identifying himself with questions appertaining to education, local taxation and local government. He was a member of the Royal Commission on Land Taxation and served on the commission appointed to inquire into the Jameson Raid and on the Old Age Pensions Committee. He was knighted in 1908 and raised to the peerage as Baron Parmoor of Frieth in 1914, when he was appointed a member of the Judicial Committee of the Privy Council. He is interested in experimental farming and the breeding of live stock.

VISCOUNT HALDANE, Lord Chancellor—Richard Burton Haldane, first Viscount Haldane of Cloan, was born in Scotland in 1856. After leaving Edinburgh University he spent some time at Gottingen in Germany, and later returned to Edinburgh to take his M.A. degree with first-class honors in philosophy. He then became a law student, and was called to the English Bar in 1879. His rise was rapid and he became a Queen's Counsel in 1890. He was retained for almost every case of the first importance in the House of Lords or the Privy Council. He became a member of the Privy Council in 1902 and of the Judicial Committee in 1911. He sat continuously in Parliament as Liberal member for Haddingtonshire from 1885 to 1911, when he was raised to the peerage. He became Secretary of State for War in Sir Henry Campbell-Bannerman's ministry and held that office for six and a half years. As Secretary for War he established the Territorial system and practically created the British Expeditionary Force that went to France in 1914. He succeeded Lord Loreburn as Lord Chancellor in 1912 and held that office until 1916. Lord Haldane is known as an author, especially in philosophy, and has produced some valuable works.

PHILIP SNOWDEN, Chancellor of the Exchequer—Philip Snowden was born in 1864, the son of John Snowden, of Cowden, Keighley, in Yorkshire, and after going through the board school and studying privately he joined the Civil Service as an officer of Inland Revenue, in 1886. He continued as a public official until 1893, when a serious cycling accident led to his retirement. After engaging in journalism and lecturing, he entered the House of Commons as member for Blackburn. He was

chairman of the Independent Labor Party from 1903 to 1906 and again from 1917 to 1919. He sat for Blackburn until 1918, when he was defeated. In 1922 he was returned for the Colne Valley Division of the West Riding of Yorkshire, where he had a signal victory in the recent general election. He is considered one of the best orators in the Labor Party. He has served as a member of three Royal Commissions, and also as a member of the Central Control Board on the liquor traffic.

ARTHUR HENDERSON, Home Secretary—The new Home Secretary, Arthur Henderson, is one of the stalwarts in the Labor Party of the well-balanced type, a man who is particularly well known in Scotland and the North of England, and even with those who differ entirely from him in political matters, he is respected as a man of integrity and reliability. Born on Clydeside, he early went to Tyneside, where in the midst of the great iron and shipbuilding industry he grew up, being apprenticed as an iron-moulder. Henderson came to the front as a young man, entering into municipal life and being made a magistrate for the City of Newcastle. Leaving that city for the Quaker City of Darlington, in County Durham, he took up the circulation of a labor paper, and at the same time continued interested in civic duties and in 1903 entered Westminster as Labor member for Barnard Castle, Durham, a seat which he retained until 1918. In the Coalition Government of 1915, Mr. Henderson took office as president of the Board of Education, and he also held office in Lloyd George's Cabinet. There was some little trouble over his mission to Russia at that time and he resigned Cabinet rank. He was defeated in 1918 at Barnard Castle, but was elected later for Widnes, in Lancashire. Mr. Henderson is a Wesleyan Methodist, who frequently is heard in the pulpit.

SIDNEY WEBB, President, Board of Trade—Sidney Webb, who becomes president of the Board of Trade, is one of the Fabian school of Socialists, whose ideas have influenced many people who are not politically with Labor. His chief work has been carried out in London, where, as a well known educationist, as a writer and public speaker, he has done much in the way of propaganda for democracy. In his life's work Sidney Webb has had a staunch colleague in his wife, for jointly they have turned out a great deal of written matter, valuable contributions to the thought of the day on economics, education, social problems, such as housing, industrial conditions, poor-laws, and delinquency. For many years Sidney Webb was one of the men who contributed to make the London County Council a model of municipal administration. A link with Canada is that his father-in-law, Richard Potter, was at one time chairman of the Grand Trunk Railway. The new president of the Board of Trade was elected Labor member for a Durham County seat in 1922 and maintained his majority recently.

JOSIAH WEDGWOOD, Chancellor of the Duchy of Lancaster—Col. Josiah Wedgwood, D.S.O., is connected with the Potteries, a murky industrial centre of England which would naturally expect to have a representative in the new cabinet. Although of Quaker descent and traditions, Col. Wedgwood, apart from his connection with the great industry with which his name is associated, fought both in the South African War and in the Great War, gaining distinction in each campaign. In politics he started out as a Liberal, being elected in 1906 for Newcastle-under-Lyme, one of the Potteries towns, but passed to the ranks of Labor as recently as 1918. Col. Wedgwood, who visited Montreal within recent date, is a disciple of Henry George, and has written brochures on taxation problems, as well as on his industry.

STEPHEN WALSH, War Secretary—Stephen Walsh is the son of working parents, and was born at Liverpool in 1859. He is a self educated man, for although he went for two or three years to an industrial school he was compelled to enter the mines at the age of 14, and it was only by the diligent use of his spare time that he was able to become—what he undoubtedly is—a well read man. His studious nature and straightforward character gained the respect of the colliers, and he was appointed agent at Wigan for the Lancashire and Cheshire Miners' Federation, and president of the Wigan and District Trades Council. He has represented the Ince division of Lancashire in the Labor interest since 1906. He was Parliamentary Secretary to the Ministry of National Service in 1917 and Parliamentary Secretary to the Local Government Board from 1917 to 1919. He is an able speaker, a genial companion, and universally liked.

J. H. THOMAS, Colonial Secretary—Labor member for Derby since 1910, the Rt. Hon. James Henry Thomas has long been one of the stalwarts of the British Labor movement, and is held in high respect by all classes of people, irrespective of politics. He was born at Newport, in Monmouthshire, of laboring parents, in 1874, and for some years was employed by the Great Western Railway as an engine cleaner, a fireman, and finally an engine driver. In 1910 he was elected president of the National Union of Railwaymen. He was created a Privy Councillor in June, 1917. He opposed the great railway strike in 1918, and was a leading figure in the conferences that concluded the railway strike in 1919. He has served as chairman of the Trades Union Congress, and was vice-chairman of the Parliamentary Labor party from February to October, 1921. He is a Governor of Dulwich College.

SIR SYDNEY OLIVIER, Secretary for India—Sir Sydney Olivier was born in 1859, the son of the Rev. H. A. Olivier, of Winchfield. After a distinguished career at Corpus Christi College, Oxford, and a period of study in Germany, he entered the Colonial Office in 1882. He was Acting Colonial Secretary of British Honduras, 1890-91; Auditor-General of the Leeward Islands, 1895-96; private secretary to the Earl of Selborne, 1896-97; secretary to the West Indian Royal Commission, 1897; sent to Washington, 1898, to assist in reciprocity negotiations on behalf of the West Indian Colonies; Colonial Secretary of Jamaica, 1899-1904; and Acting Governor 1900, 1902 and 1904; Principal Clerk of the West African and West Indian Departments of the Colonial Office, 1904-7; Governor of Jamaica, 1907-13, Permanent Secretary of the Board of Agriculture and Fisheries, 1913-17; Assistant Comptroller and Auditor of the Exchequer 1917. He retired from the Colonial office in 1920. He has been one of the most active spirits in the Fabian Society, and is the author of many books and articles on economics. He was knighted in 1907.

NOEL BUXTON, Minister of Agriculture—"The Knight Errant of the Balkans," as Noel Buxton has been called frequently, was born in 1869, and is the second son of Sir Thomas Fowell Buxton, Bart. He was educated at Trinity College, Cambridge, and was afterwards A.D.C. to his father, who was Governor of South Australia. He has travelled a great deal in the Levant, and has taken special interest in the political affairs of Macedonia. He wrote "Europe and the Turks," a book that attracted widespread attention. He is the founder and chairman of the Balkan Committee of Great Britain, and was wounded by a political assassin while on a mission to the Balkan States in 1914. In 1905 he became M.P. for Whitby, holding this seat for two years, as a Liberal,

Canadian Railroader

From 1910 to 1918 he was Liberal member for North Norfolk. In 1922 he represented Labor for the same constituency, and won a signal victory at the last general elections. He is an ardent social reformer, and advocates temperance reforms, small holdings, etc. Among other books that he has written is "With the Bulgarian Staff," and (in collaboration) "The Heart of the Empire," "Travel and Politics in Armenia," "The War and the Balkans," and "Balkan Problems and the European Peace."

LORD CHELMSFORD, First Lord of the Admiralty—The third Baron of Chelmsford was born in 1858 and was educated at Winchester and Magdalen College, Oxford. He was called to the Bar in 1893. From 1900 to 1904 he was a member of the London School Board, member of the L.C.C. and an alderman in 1913. From 1905 to 1909, Lord Chelmsford was governor of Queensland, and from 1909 to 1913 governor of New South Wales. In 1916 he was appointed Viceroy of India, succeeded in 1921 by Lord Reading. As an administrator in Australia and India he showed great tact and ability.

CHRISTOPHER THOMSON, Secretary of State for Air—The new Air Minister has taken an active part in Labor activities for a number of years. He was defeated in the last general elections when he ran against Lt.-Col. F. E. Fremantle (Unionist) in the St. Alban's Division of Hertfordshire.

JOHN S. WHEATLEY, Minister of Health—J. S. Wheatley began work in a coal pit near Glasgow when he was only 11 years old. He has been an outstanding figure in the Scottish Labor movement for many years, and took a prominent part in the rent strike at Glasgow in 1920. In 1912 he became a member of the Glasgow City Council and has been vice-convenor of the housing committee of the corporation, as well as chairman of the Scottish Labor Housing Association. In 1922 he became member of Parliament for the Shettleston Division of Glasgow.

C. P. TREVELYAN, President Board of Education—Among the aristocrats to be found in the new Cabinet is Charles Philips Trevelyan, President of the Board of Education, who is heir to a baronetcy, being the eldest son of Sir George Otto Trevelyan, whose mother was a sister of Lord Macaulay. The President of the Board of Education is another Northerner, having sat as Liberal member in the Elland Division of Yorkshire from 1899 to 1918, and for the central division of Newcastle-on-Tyne as Labor member from 1922, being re-elected recently. Of Quaker traditions, Mr. Trevelyan protested against participation in the great war, resigning from the Government of that day, in which he held office as parliamentary secretary in the board of which he now becomes head. He is a temperance reformer, free trader and educationist.

THOMAS SHAW, Minister of Labor—The new Minister of Labor started to work in a Lancashire mill at the age of 10, and is well known as one of the leaders of the Lancashire weavers. He is one of the popular figures of the north of England, and has been M.P. for Preston since 1918. He was born at Colne, Lancashire, in 1872, went to an elementary school and was accepted as a "full-timer" when he was 13 years of age. In his spare time, which was not any too long, young Shaw studied French and German, and accumulated a stock of knowledge which was to stand him in good stead later in life. He went into the Labor movement heart and soul and became an official of the Colne Weavers, his own local, and was later appointed Secretary of the International Congress of Textile Workers.

VERNON HARTSHORN, Postmaster-General—An official of the South Wales Miners' Federation for a number of years, Vernon Hartshorn was also a member of the National Executive of the Miners' Federation of Great Britain. He was a member of the Coal Controller's Advisory Committee and of the Coal Trade Organization Committee. He has been an M.P. for the Ogmore Division of Glamorganshire since 1918. During the war he was created an O.B.E. for services to the nation. He is a ready speaker and writer.

PATRICK HASTINGS, K.C., Attorney-General, was born in 1880 and educated at Charterhouse. After being engaged as a mining engineer in 1898-99, he served in the South African war, after which he took up journalism and studied law. He was called to the Bar, Middle Temple, in 1904.

WILLIAM ADAMSON, Secretary for Scotland, has been Chairman of the Parliamentary party, and as Labor M.P., sat for West Fife. He was born in 1863.

FREDERICK WILLIAM JOWETT, Commissioner of Works—For fifteen years was city councillor and eight years chairman of the Public Health Committee at Bradford, entering Parliament in 1906 as Labor member for West Bradford. He was born at Bradford in 1864 and has published a book on "The Socialist and the City."

The Cannibal King: "Here, what was that dish you served up to me at lunch?" The Cook: "Stewed motor-cyclist, your majesty." Cannibal King: "It tasted very burnt." Cook: "Well, he was scorching when we caught him, your majesty."

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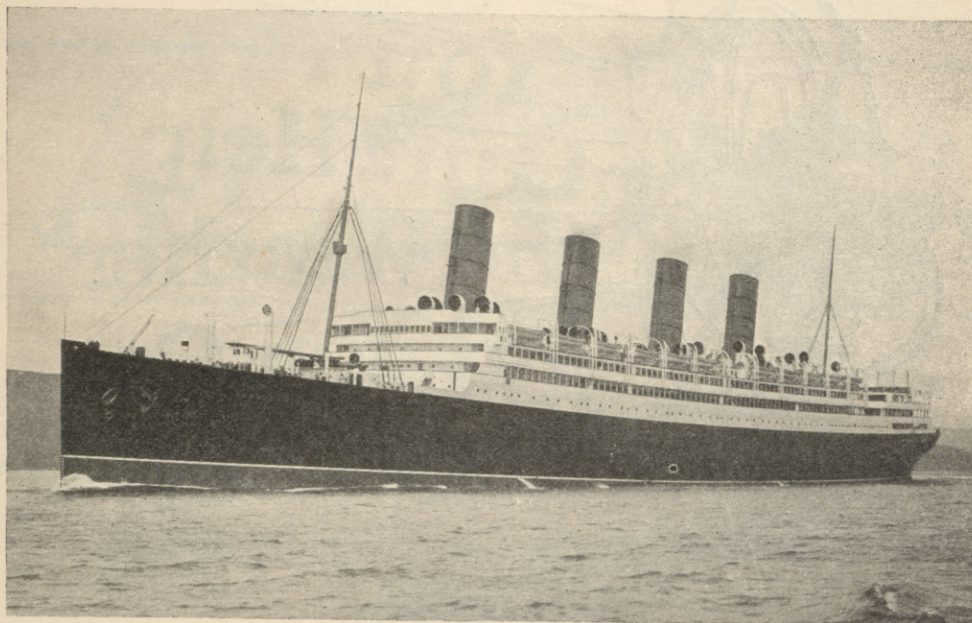


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